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50TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 6.

TREASURY DEPARTMENT.

ANNUAL REPORT AND STATEMENTS

OF THE

CHIEF OF THE BUREAU OF STATISTICS

ON THE

COMMERCE AND NAVIGATION

OF THE

UNITED STATES

FOR THE

FISCAL YEAR ENDING JUNE 30, 1887.

PART I:

FOREIGN COMMERCE, IMMIGRATION, AND TONNAGE.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1887.

TREASURY DEPARTMENT,
Document No. 1039*a*.
Bureau of Statistics.

TREASURY DEPARTMENT,
BUREAU OF STATISTICS,
Washington, D. C., November 16, 1887.

SIR: I have the honor to transmit herewith, in accordance with requirements of section 336 of the Revised Statutes, complete statements in regard to the foreign commerce, immigration, navigation, and tonnage of the United States for the year ending June 30, 1887, compiled from the official returns of collectors of customs.

The tables contained in Section IV, Merchant Tonnage of the United States, have been prepared in the office of the Commissioner of Navigation of this Department, and are published in the Report on Commerce and Navigation by the direction of the Secretary of the Treasury.

WM. F. SWITZLER,
Chief of Bureau.

Hon. C. S. FAIRCHILD,
Secretary of the Treasury.

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ERRATA.

Page 92.—The numbers in-left hand column, from 5 to 73, should be brought up one line, so that line 5 is Costa Rica.

Page 284.—Line 30, British Columbia, read: Wooden-ware, $8,719.

Page 288.—Line 15, Ecuador, total value exported to each country and its dependencies, $1,949,392, should read $1,049,392.

Page 371.—Line 21, United States of Colombia, total value $946,677, should read $945,677.

Page 623.—1887—China clay, value per unit of quantity .665, should read 6.664.

Page 631.—1887—Combs of all kinds, value $87,117.23, should read $87,017.23.

Page 641.—1887—Glucose, lbs. 1,424,642, should read lbs. 1,784,642.

Page 649.—1887—Hoop, etc., iron, not thinner than No. 10 wire gauge, value per unit of quantity .256, should read .026.

EXPLANATIONS OF TABLES AND CLASSIFICATION OF COUNTRIES IN SECTION I.

EXPLANATION OF TABLES.

The *statements of general imports*, Tables Nos. 3, 4, and 5, embrace imported articles entered at the custom-houses for immediate consumption and imported articles entered for warehouse. The statements of *imports entered for consumption*, Tables Nos. 24 to 25 and 26, embrace imported articles entered for immediate consumption and imported articles withdrawn from warehouse for consumption. The statement of *general imports* and the statement of *imports entered for consumption* for any period will always differ to the extent that the value of *entries for warehouse* for the period differs from the value of *withdrawals from warehouse for consumption.* The term "entry for consumption" is the technical name of the import entry made at the custom-house, and does not imply that the goods have been actually consumed, but simply that they have been delivered into the custody of the importer, and that the duties have been paid on the dutiable portion. Portions of these goods are subsequently exported.

OFFICIAL VALUES.

1. *Value of imports:* The values of imported articles in this report are those which they bore in the markets of the foreign countries from which they were imported. The act of March 3, 1883, excluded from the dutiable value the following costs and charges, which prior to that act had formed a part of the dutiable value of imports, viz:

"The cost of transportation, shipment, and transshipment, with all the expenses included, from the place of growth, production, or manufacture, whether by land or water, to the vessel in which shipment is made to the United States; the value of the usual and necessary sacks, crates, boxes, or covering of any kind in which such merchandise is contained; commission at the usual rates, but in no case less than 2½ per centum, and brokerage, export duty, and all other actual or usual charges for putting up, preparing, and packing for transportation or shipment."

Under this system of valuation, the value of imported commodities landed on our wharves is less than their actual cost or value to the importer by the amount of the above costs and charges and the cost of freight on the goods from the last foreign port whence they were shipped to the United States. The item of freight from the last foreign port of

shipment to the United States, however, has never been included in the dutiable value. The difference in methods of valuation of imports should be considered in any comparison made between the official values of imports of merchandise for years prior to July 1, 1883, and for years subsequent to that date.

The values shown in the statements both of *general imports* and of *imports entered for consumption* are mainly unappraised values; that is, values as shown by the invoices prior to liquidation of entries.

2. *Foreign export values:* Tables Nos. 13 to 17, sometimes called "foreign exports," or "re-exports," exhibit exports of foreign merchandise which had been imported. The value of such commodities exported "from warehouse" is the value which they bore in the foreign markets whence they were imported into the United States—in other words, their import value (see *value of imports* above). The value of such commodities exported "not from warehouse" (that is, goods not under bond), comprising free goods mainly, is the value at the ports of the United States whence they are exported.

3. *Domestic exports:* Tables Nos. 8 to 12, inclusive, exhibit the exports of articles of purely domestic product or manufacture; also, exports of commodities of foreign origin which have been changed from the form in which they were imported, or enhanced in value by manufacture in the United States; such as sugar refined in this country from imported raw sugar, flour ground from imported wheat, and articles and utensils made from imported metals, etc. The value of exports of domestic merchandise is their market value at the time of exportation in the ports of the United States whence they are exported to foreign countries.

4. *Value of foreign merchandise in transit or transshipped:* Tables Nos. 18 and 19 exhibit foreign merchandise brought to the United States for immediate transit across the territory of the United States to a foreign country, or for transshipment in the ports of the United States to a foreign country. The value of commodities as shown in these tables is their value in the foreign markets whence they were brought to the United States, their official value being similar to that of imports.

5. *Value of warehoused merchandise:* Tables Nos. 21, 22, and 23 exhibit warehoused imported merchandise. This merchandise has already appeared in the statements of *general imports*, Tables Nos. 3, 4, and 5, for the year during which it was imported, in the total values "entered for warehouse." The official values of the articles therein represented are the same as the *import values* above described.

DEFECTS IN EXPORTS.

6. The statistics of exports of domestic commodities to Mexico and to Canada by land are defective, owing to the fact that there is no law requiring railway companies to furnish to collectors of customs statistics of domestic merchandise transported over their roads to these foreign countries. It is estimated that our exports to the Dominion of Canada during the year ending June 30, 1885, as contained herein, are

deficient upwards of $20,000,000. No official returns of imports into Mexico from the United States can be obtained for a recent year upon which to base a reliable estimate as to the deficiency in value of our official returns of exports to Mexico.

CLASSIFICATION OF ARTICLES IMPORTED AND EXPORTED.

7. Tables Nos. 5 and 15 exhibit the condensed classification of articles for the statements of *general imports* and *exports* of *foreign articles;* and Table No. 24 exhibits the most extended classification of articles according to which the statements of *imports entered for consumption* are compiled and published, the latter classification being reducible to the former. Statements of *general imports* by *countries* and by *customs districts* are compiled only according to the former classification, the latter being too extended to admit of the compilation of imported articles by countries and by customs districts with so much detail within the time when such statistics would be valuable in the current business of the country. Table No. 10 exhibits the classification of *domestic articles exported.*

8. The word *ton*, wherever used in tables of imports, indicates the long ton of 2,240 pounds, and the hundred-weight represents 112 pounds.

CLASSIFICATION OF COUNTRIES FOR IMPORTS AND EXPORTS.

9. The following schedule exhibits the countries or groups of countries represented in the statements of imports and exports by countries:

(1.) No. of title.	(2.) Classes or titles to be entered in the statements of commerce in the columns headed "Countries."	(3.) Countries and islands embraced in the classes or titles in column (2).
1	Argentine Republic.	
2	Austria.	
3	Belgium.	
3*a*	Bolivia.	
4	Brazil.	
5	Central American States. Costa Rica.	
6	Guatemala.	
7	Honduras	Honduras, including the Bay Islands of Ruatan, Utila, Bonacca, etc.
8	Nicaragua.	
9	San Salvador.	
10	Chili.	
11	China	Chinese Empire (including the adjacent islands of Formosa, Hainan, etc., but excluding Hong-Kong and Macao, for which see British and Portuguese Possessions).
	Denmark and Dependencies.	
12	Denmark.	
13	Danish West Indies	Santa Cruz (or Saint Croix), Saint John, and Saint Thomas Islands.
14	Greenland, Iceland, and the Faroe Islands.	
14*a*	Ecuador.	

List of foreign countries, etc., statements of imports and exports by countries—Continued.

(1.) No. of title.	(2.) Classes or titles to be entered in the statements of commerce in the columns headed "Countries."	(3.) Countries and islands embraced in the classes or titles in column (2).
	France and dependencies.	
15	France	France and Corsica Island.
16	French West Indies	Desirade, Guadeloupe, and Grand Terre, Les Saintes, Martinique, Marie-Galante, Saint Martin (north part of), and Saint Bartholomew Islands.
17	French Guiana.	
18	Miquelon, Langley, and Saint Pierre Islands.	Off the south coast of Newfoundland.
19	French East Indies	Settlements of Chandernagore, Karical (for Carical), Pondicherry, and Yanaon (or Ganaon), on the east coast of Hindostan; settlement of Mahé, on the west coast of Hindostan; and Possessions in Cochin-China, and Cambodia, Tonquin, and Anam in Farther India.
20	French Possessions in Africa and adjacent islands.	Algeria on the north coast; settlements on the Senegal, Gorée Dakar, etc., on the coast of Senegambia and Grand Bassam, Dabon, Assinia, and Gaboon, on the west coast; and Bourbon (or Réunion), Mayotta, Nossi Bé, and Sainte Marie de Madagascar, and Madagascar Islands, off the east coast.
21	French Possessions, all other	New Caledonia and dependencies, in Australasia; Marquesas and Society Islands, Tahiti, and Moorea, Tubuai and Raivavai; Tuamotu, Gambier, and Rapa Islands, and Clipperton Island, in Polynesia.
	Germany and dependencies.	
22	Germany	German Empire.
23	German Possessions in Africa and Australasia.	The territories of Togo and Bagida on the slave coast; the district of Bimbia, the island of Nikol, and the various kinglets of Camaroons River, the district of Malimba, Plantation, and Criby, in Biafra Bay; the coast of Damara Land from Cape Frio to Walvisch Bay, and the Namaqualand coast from Walvisch Bay to the Orange River, on the southwest coast of Africa; Hermit Island, west of the Admiralty Group; the Duke of York Islands, between New Britain and New Ireland; and the part of the island of New Britain including the harbors of Makada, Mioko, and Port Wesley, in Australasia.
	Great Britain and dependencies.	
24	England	England, Wales, and the Channel Islands.
25	Scotland	Scotland and the Hebrides, Orkney, and Shetland Islands.
26	Ireland.	
27	Gibraltar	
28	Dominion of Canada, of provinces: Nova Scotia, New Brunswick, and Prince Edward Island.	(Including Cape Breton Island.)
29	Dominion of Canada, of provinces: Quebec, Ontario, Manitoba, Rupert's Land, and the Northwest Territory.	
30	Dominion of Canada, of provinces: British Columbia	British Columbia and Vancouver's Island.
31	Newfoundland and Labrador.	
32	British West Indies	Bermuda Islands, off the east coast of the United States; Anguilla, Antigua, Bahama, Barbadoes, Barbuda, Caicos, Cayman, Dominica, Grenada, Jamaica, Montserrat, Nevis, St. Christopher, St. Lucia, St. Vincent, Tobago, Trinidad, Turk's, and the Virgin (including Anegada, Tortola, Virgin Gorda, etc.) Islands, and other British islands in the West Indies not specified.
33	British Guiana.	
34	British Honduras.	

List of foreign countries, etc., statements of imports and exports by countries—Continued.

(1.) No. of title.	(2.) Classes or titles to be entered in the statements of commerce in the columns headed "Countries."	(3.) Countries and islands embraced in the classes or titles in column (2).
	Great Britain, etc.—Continued.	
35	British East Indies	Hindostan (other than the French and Portuguese settlements herein elsewhere specified) and Ceylon; Aracan, Pegu, and Tennasserim provinces, and the Straits Settlements (including Penang Island and Wellesley province, Malacca, and Naning settlement, and the island of Singapore), in Farther India; Laccadive, and Maldive Islands, off the southwest coast of Hindostan; and Labuan Island, off the northwest coast of Borneo.
36	Hong-Kong.	
37	British Possessions in Africa and adjacent islands.	Sierra Leone and settlements on the river Gambia, in Senegambia, Gold Coast (including the towns of Cape Coast Castle, Elmina, Accra, Lagos, etc.), in Upper Guinea, on the west coast; Cape Colony, British Caffraria, and Natal, on the south coast; Ascension, St. Helena, and Tristan d'Acuhna Islands, off the west coast; and Amirante, Mauritius, Rodriguez, and Seychelle Islands, off the east coast.
38	British Possessions in Australasia	Australia, New Zealand, and Tasmania; and Auckland, Fiji, Roturnah, and Norfolk Islands.
39	British Possessions, all other	Aden Peninsula, at the entrance to the Red Sea; Falkland Islands, off the east coast of South America; Heligoland Islands, in the North Sea; Malta, Gozo, and Cyprus Islands, in the Mediterranean; and all other British Possessions not elsewhere specified.
40	Greece	Greece, Ionian Islands, and the Grecian Archipelago (including the Cyclades, Eubea, etc.).
41	Hawaiian Islands.	
42	Hayti.	
43	Italy	Italy (continental) and the islands of Sicily and Sardinia, Elba, Pantellaria, Lampedusa, etc., in the Mediterranean.
44	Japan	Japan, and the Loo Choo Islands.
45	Liberia.	
46	Mexico.	
	Netherlands (Holland) and dependencies.	
47	Netherlands.	
48	Dutch West Indies	Aruba (or Oruba), Bonaire (or Buen Ayre) Curaçoa, Saba, St. Eustatias, and St. Martin (south part of) Islands, in the West Indies.
49	Dutch Guiana.	
50	Dutch East Indies	Bali, Banda, Borneo, and the islands of Anamba, Banguey, Laut, Natuna, Sooloo, etc. (except Labuan, for which see British East Indies), adjacent to Borneo; Celebes, and the islands of Bambung, Boutong, Cambyna, Pangansane, Sangir, Siao, Xulla, etc., adjacent to Celebes, Floris, Java, Lombok, Madura, the Molucca (including Amboyna, Boero, Ceram, Gilolo, Ternate, etc.), Papua, or New Guinea (west part of), Solor, Sumba, Sumbawa (or Sandalwood), Sumatra, and the islands of Banka, Billiton, Bintang, Carimon. Lingen, Rhio (or Riouw), Sinkep, etc., off the east coast of Sumatra, and Beroo, Engano, Mega, Nias, Pagai, Verkins, etc., off the west coast iof Sumatra; Timor (southwest part of) and the slands of Benjoar, Cambi, Kisser, Rotto, Sava, Simao, Wetter, etc., adjacent to Timor; and other islands in Malaysia belonging to the Netherlands not specified.
50a	Paraguay.	
51	Peru.	

List of foreign countries, etc., statements of imports and exports by countries—Continued.

(1) No. of title.	(2) Classes or titles to be entered in the statements of commerce in the columns headed "Countries."	Countries and islands embraced in the classes or titles in column (2).
	Portugal and dependencies.	
52	Portugal.	
53	Azore, Madeira, and Cape Verde Islands.	
54	Portuguese East Indies	Settlements of Damaun, Diu, and Goa, on the west coast of Hindostan; Macao Island, off the coast of China; Timor Island (northeast part of), etc., in Malaysia.
55	Portuguese Possessions in Africa and adjacent islands.	Bissao, etc., in Senegambia, and Angola, Benguela, etc., in Lower Guinea, on the west coast; possessions in Mozambique, on the east coast; and Annobon, Principe (or Prince's), and St. Thomas Islands, in the Gulf of Guinea, off the west coast.
56	Roumania.	
	Russia and dependencies.	
57	Russia on the Baltic and White Seas.	
58	Russia on the Black Sea.	
59	Russia, Asiatic	Siberia (including Saghalien Island).
60	San Domingo.	
	Spain and dependencies.	
61	Spain	Spain, and the Balearic Islands.
62	Cuba	Cuba, and the adjacent Isle of Pines.
63	Porto Rico	Porto Rico, and the adjacent islands of Culebra and Bieque (or Vieque), of the Virgin Group.*
64	Philippine Islands.	
65	Spanish Possessions in Africa and adjacent islands.	Centa and the Presidios of De Velez, Melilla, etc., in Morocco, on the north coast; Canary Islands, and Fernando Po Island in the Gulf of Guinea, off the west coast; and other Spanish Possessions in Africa not specified.
66	Spanish Possessions, all other	Ladrone and Caroline Islands, in Polynesia; and all other Spanish Possessions not elswhere specified.
67	Sweden and Norway.	
68	Switzerland.	
	Turkey and dependencies.	
69	Turkey in Europe	Turkey in Europe (including the island of Candia, in the Mediterranean).
70	Turkey in Asia	Asia Minor, Syria, and the adjacent islands of Chios (or Scio), Lemnos, Mytilene, Rhodes, Samos, etc., in the Mediterranean.
71	Turkey in Africa	Egypt, Tripoli, and Tunis.
72	United States of Colombia	New Granada and Panama.
73	Uruguay	Uruguay and its adjacent islands.
74	Venezuela.	
75	All other countries and ports in Asia.	Arabia, Beloochistan, Persia, Siam, etc.
76	All other countries and ports in Africa.	Abyssinia, Morocco, Nubia, Somauli, Zanguebar, and the Comoro Isles (except Mayotta, for which see French Possessions in Africa), etc.
77	All other islands and ports	Oceanica, not elsewhere specified, etc.

* Bieque appears to belong to Spain, Great Britain, and Denmark. Colton classes it as one of the departments of Porto Rico.

REPORT

OF

THE CHIEF OF THE BUREAU OF STATISTICS

IN REGARD TO

THE FOREIGN COMMERCE OF THE UNITED STATES.

TREASURY DEPARTMENT,
Bureau of Statistics, November 16, 1887.

SIR: I have the honor to submit to you the following report in regard to the foreign commerce of the United States for the year ending June 30, 1887:

GENERAL VIEW OF OUR FOREIGN COMMERCE.

The value of the foreign commerce of the last fiscal year, when compared with that of the fiscal year 1885–'86, shows an increase of $93,542,013 in imports and exports of merchandise.

There has been an increase of $36,658,381 in the value of the exports of merchandise and an increase of $56,883,632 in the value of the imports of merchandise. The value of our exports of merchandise has exceeded the value of the imports $23,863,443, the former being $716,183,211, and the latter $692,319,768.

There was a decrease of $33,251,004 in the exports of gold and an increase of $22,167,252 in the imports thereof, the excess of the imports over exports of gold amounting to $33,209,414 as against an excess of exports over imports of gold of $22,208,842 during the fiscal year 1886.

The inward and outward movement of silver during the fiscal year 1887 was about the same as during the preceding fiscal year, the excess of exports being $9,036,310 during 1887 as against an excess of exports of $11,660,912 in 1886.

The countries with which our foreign trade has increased or declined, and the articles and classes of articles in which the increase or decrease in the imports or exports occurred during the last fiscal year, are fully set forth in the analysis of our foreign commerce which appears in the following pages of this report.

The value of our import and export trade reached its highest point in 1881, when it amounted to $1,545,000,000; it declined to $1,314,900,000 in 1886, but increased again to $1,408,500,000 in 1887.

The following table shows the imports and exports for each year from 1881 to 1887 inclusive, and the increase or decrease in the imports, ex-

ports, and the total values thereof, respectively. The decline in the value of our commerce has occurred principally in our exports, the imports of each year except 1885 and 1886 being in excess of the imports of 1881.

Values of imports and exports of merchandise of 1881 *and succeeding years compared.*

Year ending June 30—	Value of imports.	Increase (+) or Decrease (−) from 1881.	Value of exports.	Increase (+) or Decrease (−) from 1881.	Total value of imports and exports.	Increase (+) or Decrease (−) from 1881.	Excess of exports.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1881....	642, 664, 628	.....	902, 377, 346	.....	1, 545, 041, 974	.....	259, 712, 718
1882....	724, 639, 574	+81, 974, 946	750, 542, 257	−151, 835, 089	1, 475, 181, 831	−69, 860, 143	25, 902, 683
1883....	723, 180, 914	+80, 516, 286	823, 839, 402	−78, 537, 944	1, 547, 020, 316	+1, 978, 342	100, 658, 488
1884....	667, 697, 693	+25, 033, 065	740, 513, 609	−161, 863, 737	1, 408, 211, 302	−136, 830, 672	72, 815, 916
1885....	577, 527, 329	−65, 137, 299	742, 189. 755	−160, 187, 591	1, 319, 717, 084	−225, 324, 890	164, 662, 426
1886....	635 436, 136	−7, 228, 492	679, 524, 830	−222, 852, 516	1, 314, 960, 966	−230, 081, 008	44, 088, 694
1887....	692, 319, 768	+49, 655, 140	716, 183, 211	−186, 194, 135	1, 408, 502, 979	−136, 538, 995	23, 863, 443

The recent decline in the total value of our imports and exports has, as stated in previous reports, been to a considerable extent caused by the decline in prices at home and abroad, as will appear from an examination of the following tables of import and export prices of commodities, but that the volume of trade has also declined is apparent from an examination of table on page 2, showing the comparative decline in the value of imports and exports from 1881 to 1887 and of the tonnage engaged in its transportation during the same period. The decline in the tonnage movement is more marked than would be expected when the effect of the decline in prices is considered (see tables on pages 4 to 7), but it is probable that improved methods of transportation, of packing for lading on board vessels of cotton, hay, flour, sugar, and other bulky articles has enabled vessels to carry more weight than formerly.

Tonnage of American and foreign vessels entered and cleared with cargoes in the foreign trade at sea-ports of the United States, and the total values of imports and exports of merchandise at such sea-ports for each year ending June 30, *from* 1881 *to* 1887, *inclusive, compared with similar transactions of* 1881.

Year ending June 30—	Tonage entered and cleared at sea-ports with cargoes.			Imports and exports at sea-ports.		
	Tons entered and cleared.	Decrease from 1881.		Total value.	Decrease from 1881.	
		Tons.	Per cent.		Value.	Per cent.
				Dollars.	*Dollars.*	
1881.....	27, 945, 364	.....	.....	1, 480, 305, 882	.....	.....
1882.....	26, 949, 998	995, 366	3. 56	1, 400, 052, 988	80, 252, 894	5. 42
1883.....	24, 344, 252	3, 601, 112	12. 89	1, 471, 146, 138	9, 159, 744	. 62
1884.....	21, 644, 986	6, 300, 378	22. 54	1, 346, 169, 033	134, 136, 849	9. 06
1885.....	22, 009, 383	5, 935, 981	21. 24	1, 249, 459, 521	230, 846, 361	15. 60
1886.....	22, 099, 426	5, 845, 938	20. 92	1, 254, 312, 053	225, 993, 829	15. 27
1887.....	23, 249, 162	4, 696, 202	16. 81	1, 346, 467, 963	133, 837, 919	9. 04

COMPARATIVE DECREASE OF THE QUANTITIES AND VALUES OF EXPORTS, AND THE DECLINE OF PRICES.

When we compare the quantities of the leading articles exported during the period of decline, the ratio of decrease in the quantities of the exports is much less than of the decline in values, indicating that the decrease in the total value of our foreign commerce has been to some extent caused by falling prices.

The following statement shows the quantities and values of domestic merchandise exported during the years ending June 30, 1887 and 1881, respectively, and presents a comparison of the percentages of decrease or increase in the quantities with the percentages of decrease or increase in the values of the same articles since 1881:

Articles.	Quantities.		Per cent. of increase +; decrease −, from 1881.	Values.		Per cent. of increase +; decrease −, from 1881.
	1887.	1881.		1887.	1881.	
				Dollars.	*Dollars.*	
Cotton, unmanufactured.lbs.	2,169,457,330	2,190,928,772	−.97	206,222,057	247,695,746	−16.7
Principal articles of breadstuffs.						
Corn.....bushels.	40,307,252	91,908,175	−56.14	19,347,361	50,702,669	−61.8
Corn-meal.....barrels.	265,333	434,993	−38.7	705,343	1,270,200	−44.4
Rye.....bushels.	357,256	1,928,437	−81.4	216,190	1,885,813	−88.5
Wheat.....do..	101,971,949	150,565,477	−32.2	90,716,481	167,698,485	−45.9
Wheat flour.....barrels.	11,518,449	7,945,786	+44.97	51,950,082	45,047,257	+15.3
Cattle.....number..	106,459	185,707	−42.7	9,172,136	14,304,103	−35.9
Principal articles of provisions.						
Beef products:						
Beef, fresh.....pounds.	83,560,874	106,004,812	−21.1	7,228,412	9,860,284	−26.5
Beef, salted and cured .....pounds.	36,479,379	40,698,649	−10.3	1,990,188	2,665,761	−25.3
Tallow.....pounds.	63,278,403	96,403,372	−34.3	2,836,300	6,800,628	−50.8
Pork products:						
Bacon and hams.pounds.	419,922,955	746,944,545	−43.7	33,314,670	61,161,205	−45.5
Pork.....do..	85,893,297	107,928,086	−20.4	5,641,327	8,272,285	−31.8
Lard.....do..	321,533,746	378,142,496	−14.9	22,703,921	35,226,575	−35.5
Butter.....pounds.	12,531,171	31,560,500	−60.3	1,983,698	6,256,024	−68.4
Mineral oil.....gallons.	592,803,267	397,660,262	+49.1	46,824,915	40,315,609	+16.2
Tobacco, unmanufactured .....pounds.	304,920,123	227,026,605	+34.3	25,948,277	18,737,041	+38.5
Sugar, refined.....do..	190,672,154	22,227,857	+757.8	11,435,765	2,049,982	+457.8

The decline in the prices of our staple commodities is shown in the following table of average annual export prices in currency of the domestic products named, since 1855. The value of articles named exported

in 1887 embraced about 76 per cent. of the total value of our exports of domestic merchandise during that year.

Year ending June 30—	Corn per bushel.	Wheat per bushel.	Wheat flour per barrel.	Cotton per pound.*	Leather per pound.	Mineral oils, refined, per gallon.	Bacon and hams per pound.	Lard per pound.	Pork, salted, per pound.	Beef, salted, per pound.	Butter per pound.	Cheese per pound.	Eggs per dozen.	Starch per pound.	Sugar, refined, per pound.	Tobacco, leaf, per pound.
	Dolls.	*Dolls.*	*Dolls.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*
1855	0.892	1.663	9.046	08.7	19.4	(†)	08.4	10.3	07.3	08.8	18.1	10.6	(†)	(†)	07.4	(†)
1856	.741	1.853	8.340	09.5	25.9	(†)	09.2	10.3	08.9	07.6	19.7	10.2	(†)	(†)	08.8	(†)
1857	.691	1.527	6.973	12.6	28.5	(†)	10.3	12.8	10.0	07.7	18.9	10.0	(†)	(†)	11.7	(†)
1858	.684	1.015	5.504	11.7	24.2	(†)	09.3	11.5	08.9	08.7	17.5	09.0	(†)	(†)	11.2	(†)
1859	.769	.950	5.935	11.7	24.2	(†)	10.5	11.5	08.1	07.0	16.4	09.1	(†)	(†)	09.5	(†)
1860	.724	.981	5.915	10.8	22.9	(†)	08.8	11.3	07.6	06.4	15.0	10.1	(†)	(†)	09.1	(†)
1861	.645	1.226	5.701	11.1	20.5	(†)	09.6	09.9	08.6	06.5	15.2	10.3	(†)	(†)	08.9	(†)
1862	.549	1.144	5.640	23.5	21.9	26.4	07.3	08.4	06.6	07.4	15.6	08.0	(†)	(†)	10.0	(†)
1863	.657	1.293	6.461	58.4	28.8	17.9	08.6	10.1	06.6	07.4	19.1	10.0	(†)	(†)	11.2	(†)
1864	.818	1.327	7.193	82.5	35.2	52.3	11.1	11.6	09.2	08.4	29.4	11.8	(†)	09.1	14.4	(†)
1865	1.308	1.952	10.412	76.8	40.2	74.3	22.9	20.5	16.4	12.2	33.8	22.0	(†)	09.8	20.1	(†)
1866	.819	1.406	8.427	43.2	29.5	54.2	16.6	19.8	15.9	14.5	33.3	16.6	31.1	09.6	16.3	15.4
1867	1.000	1.272	8.849	30.5	34.6	35.8	12.8	14.5	13.1	12.2	24.1	15.1	35.8	08.5	10.4	10.6
1868	1.175	1.897	10.069	19.5	24.3	29.4	12.5	14.6	11.4	11.9	28.1	13.7	30.0	08.8	14.1	11.1
1869	.968	1.388	7.736	25.2	(†)	32.7	15.2	17.8	14.0	08.9	36.6	16.1	(†)	08.7	15.0	11.3
1870	.925	1.289	6.112	23.7	28.5	30.5	15.7	16.6	13.2	07.3	29.3	15.5	39.6	08.2	12.6	11.4
1871	.759	1.316	6.594	14.9	25.3	25.7	11.4	13.2	10.9	08.7	21.5	13.7	28.5	06.6	13.2	09.2
1872	.695	1.473	7.109	19.4	23.7	24.9	08.6	10.1	07.2	07.0	19.4	11.7	20.3	05.0	12.6	10.3
1873	.618	1.312	7.565	18.9	25.3	23.5	08.8	09.2	07.8	07.7	21.1	13.1	26.6	05.3	11.6	10.7
1874	.719	1.428	7.144	15.6	25.2	17.3	09.6	09.4	08.2	08.2	25.0	13.1	22.1	05.7	10.5	09.6
1875	.848	1.124	5.968	15.1	26.0	14.1	11.4	13.8	10.1	08.7	23.7	13.5	25.6	06.0	10.8	11.3
1876	.672	1.242	6.216	12.9	26.2	14.0	12.1	13.3	10.6	08.7	23.9	12.6	28.0	05.4	10.7	10.4
1877	.587	1.169	6.488	11.8	23.9	21.1	10.8	10.9	09.0	07.5	20.6	11.8	25.9	05.2	11.6	10.2
1878	.562	1.338	6.358	11.2	21.8	14.4	08.7	08.8	06.8	07.7	18.0	11.4	15.8	04.7	10.2	08.7
1879	.471	1.068	5.252	10.0	20.4	10.8	06.9	07.0	05.7	06.3	14.2	08.9	15.5	04.2	08.5	07.8
1880	.543	1.245	5.878	11.6	23.3	08.6	06.7	07.4	06.1	06.4	17.1	09.5	16.5	04.3	09.0	07.7
1881	.552	1.114	5.668	11.3	22.6	10.3	08.2	09.3	07.7	06.5	19.8	11.1	17.2	04.7	09.2	08.3
1882	.668	1.185	6.149	11.5	20.9	09.1	09.9	11.6	09.0	08.5	19.3	11.0	19.2	04.8	09.7	08.5
1883	.684	1.127	5.955	10.9	21.1	08.8	11.2	11.9	09.9	08.9	18.6	11.2	20.9	04.6	09.2	08.6
1884	.611	1.066	5.588	10.6	20.6	09.2	10.2	09.5	07.9	07.6	18.2	10.3	21.2	04.5	07.1	09.1
1885	.540	.862	4.897	10.7	19.8	08.7	09.2	07.9	07.2	07.5	16.8	09.3	21.5	04.0	06.4	09.9
1886	.498	.870	4.699	10.0	19.9	08.7	07.5	06.9	05.9	06.0	15.6	08.3	18.3	04.1	06.7	07.8
1887	.479	.890	4.510	09.5	18.7	08.1	07.9	07.1	06.6	05.4	15.8	09.3	16.3	03.8	06.0	08.7

* Including sea-island. † No data.

The decline of prices in foreign countries is shown by the following table of the annual average prices of some of the leading articles of merchandise imported into the United States for each of the ten years ending June 30, from 1878 to 1887, inclusive. The articles named imported in 1887 comprised about 41 per cent. of the value of our imports during that year. The values or prices of the imported articles shown in this table are their values in the foreign markets whence they were imported;

Prices of imported articles.

Articles.	Unit of quantity.	Year ending June 30—									
		1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
FREE OF DUTY.		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Chemicals:											
Camphor, crude	Pound	.149	.144	.148	.174	.145	.134	.110	.095	.112	.123
Soda, nitrate of	do	.023	.018	.027	.025	.021	.020	.016	.015	.017	.015
Sulphur, or brimstone, crude	Ton	24.481	22.569	23.157	25.735	26.822	24.211	21.330	20.053	19.058	17.337
Cocoa, or cacoa, crude, and leaves and shells of	Pound	.128	.191	.176	.121	.136	.125	.134	.129	.137	.136
Coffee	do	.168	.125	.135	.125	.100	.082	.093	.082	.076	.107
Eggs	Dozen	.120	.107	.116	.126	.152	.175	.162	.154	.135	.141
India-rubber and gutta-percha, crude	Pound	.377	.408	.571	.552	.628	.717	.559	.376	.406	.480
Silk, raw, or as reeled from the cocoon	do	4.315	4.429	4.693	4.270	4.477	4.317	3.873	3.628	3.624	4.063
Tea	do	.239	.242	.274	.257	.246	.235	.202	.195	.196	.187
Tin, bars, blocks, or pigs, grain or granulated	do	.150	.144	.195	.208	.237	.229	.209	.179	.210	.234
DUTIABLE.											
Chemicals:											
Potash, nitrate of, or saltpeter, crude	Pound	.043	.041	.039	.038	.037	.036	.031	.028	.027	.028
Soda—											
Bicarbonate of	Pound	.025	.024	.017	.030	.029	.025	.023	.020	.017	.019
Carbonate, including sal-soda and soda-ash	do	.015	.013	.014	.014	.012	.012	.012	.011	.011	.010
Caustic	do	.030	.026	.024	.023	.022	.022	.023	.022	.020	.019
Coal, bituminous	Ton	3.347	3.509	3.337	2.966	2.572	2.886	3.119	3.171	3.096	2.995
Copper, pigs, bars, ingots, old, and other unmanufactured	Pound	.132	.116	.156	.123	.122	.110	.107	.077	.077	.057
Cotton cloths	Square yard	.120	.127	.117	.119	.119	.131	.111	.110	.115	.119
Fish: Mackerel, pickled	Barrel	8.882	6.406	4.384	5.110	6.805	8.203	9.903	7.623	6.049	8.091
Flax, hemp, and jute, and manufactures of:											
Unmanufactured—											
Flax	Ton	291.033	330.303	285.272	268.507	270.114	282.157	277.345	266.200	283.699	269.213
Hemp, and substitutes for	do	108.334	103.270	123.203	126.310	166.584	169.538	163.081	152.122	133.218	123.447
Jute	do	59.472	54.323	61.548	58.662	55.950	47.834	35.028	31.344	27.296	29.556

Prices of imported articles—Continued.

Articles.	Unit of quantity.	Year ending June 30—									
		1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
DUTIABLE.											
Flax, hemp, and jute, and manufactures of—Cont'd.											
Manufactures—		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Cables and cordage	Pound	.112	.122	.116	.113	.106	.105	.099	.116	.102	.090
Glass and glassware:											
Cylinder, crown, and common window-glass, unpolished	Pound	.034	.029	.032	.031	.030	.032	.031	.028	.025	.023
Plate glass, unsilvered	Square foot	.773	.450	.393	.421	.390	.380	.362	.343	.320	.300
Iron and steel, and manufactures of:											
Pig-iron	Ton	22.728	21.971	19.418	20.980	18.574	18.323	17.419	17.698	15.502	15.589
Bar-iron, rolled or hammered	Pound	.023	.023	.020	.024	.021	.021	.020	.020	.019	.018
Bars, railway, of steel or in part of steel	Ton	48.182	26.799	32.600	36.154	33.351	32.603	31.785	24.803	26.209	19.316
Hoop, band, and scroll iron	Pound	.020	.023	.021	.020	.017	.018	.026	.036	.012	.014
Sheet, plate, and taggers iron	do	.052	.055	.036	.053	.034	.032	.037	.043	.042	.036
Tin-plates, terne-plates, or taggers' tin	do	.041	.037	.045	.038	.038	.037	.036	.033	.031	.030
Rice	do	.025	.029	.025	.023	.022	.021	.020	.021	.020	.020
Salt	do	.002	.002	.002	.002	.002	.002	.002	.002	.002	.002
Sugar and molasses:											
Molasses	Gallon	.246	.188	.229	.235	.270	.232	.164	.134	.143	.141
Sugar, not above No. 13, and tank bottoms, sirups, melada, etc., and not above No. 20	Pound	.047	.039	.043	.044	.044	.042	.035	.025	.029	.024
Tobacco, leaf	do	.514	.538	.503	.522	.524	.574	.460	.457	.499	.497
Wines: Still wines, in casks	Gallon	.499	.503	.577	.628	.648	.637	.714	.656	.665	.693
Wools, hair of the alpaca, goat, and other like animals, and manufactures of:											
Unmanufactured—											
Clothing wools	Pound	.244	.213	.229	.230	.224	.221	.227	.197	.162	.191
Combing wools	do	.320	.242	.287	.288	.280	.251	.230	.241	.224	.236
Carpet and other similar wools	do	.134	.117	.137	.141	.141	.139	.124	.106	.105	.123
Manufactures of: Carpets and carpeting of all kinds	Square yard	1.432	1.425	.857	1.073	1.327	1.262	1.366	1.410	1.347	1.469

The decline in the annual average currency price of some of the leading commodities in the New York market during the period from 1847 to 1886 is shown in the following table:

[Prepared by Mr. Joshua Reece, jr., of the New York Journal of Commerce.]

Years.	Middling cotton per pound.	Standard sheetings per yard.	Standard drillings per yard.	Bleached sheetings per yard.	Standard prints per yard.	64 by 64 printing-cloths per yard.
	Cents.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
1847	11.21	8.28	8.34	14.96	11.83	6.01
1848	8.03	6.78	6.83	14.21	10.17	4.35
1849	7.55	6.91	6.90	14.21	9.33	4.58
1850	12.34	7.87	7.97	14.96	10.62	5.19
1851	12.14	7.08	7.75	14.75	10.50	4.59
1852	9.50	6.96	7.70	14.50	10.50	4.70
1853	11.02	7.92	7.93	14.50	10.50	6.15
1854	10.97	7.96	7.84	15.00	10.50	5.81
1855	10.39	7.64	7.77	15.00	9.80	5.11
1856	10.30	7.50	8.10	15.00	9.50	5.36
1857	13.51	8.90	9.04	15.00	10.10	5.98
1858	12.23	8.25	8.70	15.00	9.50	5.60
1859	12.08	8.50	8.82	15.42	9.50	5.67
1860	11.00	8.73	8.92	15.50	9.50	5.44
1861	13.01	10.00	9.58	15.33	9.71	5.33
1862	31.29	18.55	18.94	21.00	14.40	9.81
1863	67.21	36.04	33.41	35.33	21.24	15.20
1864	101.50	52.07	53.02	48.35	33.25	23.42
1865	83.38	38.04	37.33	49.58	29.00	20.24
1866	43.20	24.31	25.14	45.90	21.15	14.13
1867	31.59	18.28	18.79	35.21	16.58	9.12
1868	24.85	16.79	16.49	26.65	13.83	8.18
1869	29.01	16.19	16.49	24.79	14.00	8.30
1870	23.98	14.58	14.98	22.50	12.41	7.14
1871	16.95	13.00	13.64	20.83	11.62	7.41
1872	22.19	14.27	15.14	20.66	12.00	7.88
1873	20.14	13.31	14.13	19.41	11.37	6.69
1874	17.95	11.42	11.75	18.04	9.75	5.57
1875	15.46	10.41	11.12	15.12	8.71	5.33
1876	12.98	8.85	8.71	13.58	7.06	4.10
1877	11.82	8.46	8.46	12.46	6.77	4.38
1878	11.22	7.80	7.65	11.00	6.09	3.44
1879	10.84	7.97	7.57	11.62	6.25	3.93
1880	11.51	8.51	8.51	12.74	7.41	4.51
1881	12.03	8.51	*a*8.06	12.74	7.00	3.95
1882	11.56	8.45	*a*8.25	12.95	6.50	3.76
1883	11.88	8.32	*a*7.11	12.93	6.00	3.60
1884	10.88	7.28	*a*6.86	10.46	6.00	3.36
1885	10.45	6.75	*a*6.36	10.37	6.00	3.12
1886	9.28	6.75	*a*6.25	10.65	6.00	3.31

a Including 1881 and since, the prices of standard drillings are *net*; raw cotton prices are also *net* for the entire period.

EXPORTS AND IMPORTS, 1843–1887.

The following tables show the values of the exports and imports of merchandise and of gold and silver during each year from 1843 to 1887, inclusive; also the annual excess of imports or of exports (specie values):

Imports and exports of merchandise.

Year ending June 30—	Exports.		Total exports.	Imports.	Total exports and imports.	Excess of exports.	Excess of imports.
	Domestic.	Foreign.					
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1843*a*	77, 686, 354	5, 139, 335	82, 825, 689	42, 433, 464	125, 259, 153	40, 392, 225	.....
1844	99, 531, 774	6, 214, 058	105, 745, 832	102, 604, 606	208, 350, 438	3, 141, 226	.....
1845	98, 455, 330	7, 584, 781	106, 040, 111	113, 184, 322	219, 224, 433	.....	7, 144, 211
1846	101, 718, 042	7, 865, 206	109, 583, 248	117, 914, 065	227, 497, 313	.....	8, 330, 817
1847	150, 574, 844	6, 166, 754	156, 741, 598	122, 424, 349	279, 165, 947	34, 317, 249	.....
1848	130, 203, 709	7, 986, 806	138, 190, 515	148, 638, 644	286, 829, 159	.....	10, 448, 129
1849	131, 710, 081	8, 641, 091	140, 351, 172	141, 206, 199	281, 557, 371	.....	855. 027
1850	134, 900, 233	9, 475, 493	144, 375, 726	173, 509, 526	317, 885, 252	.....	29, 133, 800
1851	178, 620, 138	10, 295, 121	188, 915, 259	210, 771, 429	399, 686, 688	.....	21, 856, 170
1852	154, 931, 147	12, 053, 084	166, 984, 231	207, 440, 398	374, 424, 629	.....	40, 456, 167
1853	189, 869, 162	13, 620, 120	203, 489, 282	263, 777, 265	467, 266, 547	.....	60, 287, 983
1854	215, 328, 300	21, 631, 260	236, 959, 560	297, 623, 039	534, 582, 599	.....	60, 663, 479
1855	192, 751, 135	26, 158, 368	218, 909, 503	257, 808, 708	476, 718, 211	.....	38, 899, 205
1856	266, 438, 051	14, 781, 372	281, 219, 423	310, 432, 310	591, 651, 733	.....	29, 212, 887
1857	278, 906, 713	14, 917, 047	293, 823, 760	348, 428, 342	642, 252, 102	.....	54, 604, 582
1858	251, 351, 033	20, 660, 241	272, 011, 274	263, 338, 654	535, 349, 928	8, 672, 620	.....
1859	278, 392, 080	14, 509, 971	292, 902, 051	331, 333, 341	624, 235, 392	.....	38, 431, 290
1860	316, 242, 423	17, 333, 634	333, 576, 057	353, 616, 119	687, 192, 176	.....	20, 040, 062
1861	204, 899, 616	14, 654, 217	219, 553, 833	289, 310, 542	508, 864, 375	.....	69, 756, 709
1862	179, 644, 024	11, 026, 477	190, 670, 501	189, 356, 677	380, 027, 178	1, 313, 824	.....
1863	186, 003, 912	17, 960, 535	203, 964, 447	243, 335, 815	447, 300, 262	.....	39, 371, 368
1864	143, 504, 027	15, 333, 961	158, 837, 988	316, 447, 283	475. 285, 271	.....	157, 609, 295
1865	136, 940, 248	29, 089, 055	166, 029, 303	238, 745, 580	404, 774, 883	.....	72, 716. 277
1866	337, 518, 102	11, 341, 420	348, 859, 522	434, 812, 066	783, 671, 588	.....	85, 952, 544
1867	279, 786, 809	14, 719, 332	294, 506, 141	395, 761, 096	690, 267, 237	.....	101, 254, 955
1868	269, 389, 900	12, 562, 999	281, 952, 899	357, 436, 440	639, 389, 339	.....	75, 483, 541
1869	275, 166, 697	10, 951, 000	286, 117, 697	417, 506, 379	703, 624, 076	.....	131, 388, 682
1870	376, 616, 473	16, 155, 295	392, 771, 768	435, 958, 408	828, 730, 176	.....	43, 186, 640
1871	428, 398, 908	14, 421, 270	442, 820, 178	520, 223, 684	963, 043, 862	.....	77, 403, 506
1872	428, 398, 908	15, 690, 455	444, 177, 586	626, 595, 077	1, 070, 772, 663	.....	182, 417, 491
1873	505, 033, 439	17, 446, 483	522, 479, 922	642, 136, 210	1, 164, 616, 132	.....	119, 656, 288
1874	569, 433, 421	16, 849, 619	586, 283, 040	567, 406, 342	1, 153, 689, 382	18, 876, 698	.....
1875	499, 284, 100	14, 158, 611	513, 442, 711	533, 005, 436	1, 046, 448, 147	.....	19, 562, 725
1876	525, 582, 247	14, 802, 424	540, 384, 671	460, 741, 190	1, 001, 125, 861	79, 643, 481	.....
1877	589, 670, 224	12, 804, 996	602, 475, 220	451, 323, 126	1, 053, 798, 346	151, 152, 094	.....
1878	680, 709, 268	14, 156, 498	694, 865, 766	437, 051, 532	1, 131, 917, 298	257, 814, 234	.....
1879	698, 340, 790	12, 098, 651	710, 439, 441	445, 777, 775	1, 156, 217, 216	264, 661, 666	.....
1880	823, 946, 353	11, 692, 305	835, 638, 658	667, 954, 746	1, 503, 593, 404	167, 683, 912	.....
1881	883, 925, 947	18, 451, 399	902, 377, 346	642, 664, 628	1, 545, 041, 974	259, 712, 718	.....
1882	733, 239, 732	17, 302, 525	750, 542, 257	724, 639, 574	1, 475, 181, 831	25, 902, 683	.....
1883	804, 223, 632	19, 615, 770	823, 839, 402	723, 180, 914	1, 547, 020, 316	100, 658, 488	.....
1884	724, 964, 852	15, 548, 757	740, 513, 609	667, 697, 693	1, 408, 211, 302	72, 815, 916	.....
1885	726, 682, 946	15, 506, 809	742, 189, 755	577, 527, 329	1, 319, 717, 084	164, 662, 426	.....
1886	665, 964, 529	13, 560, 301	679, 524, 830	635, 436, 136	1, 314, 960, 966	44, 088, 694	.....
1887	703, 022, 923	13, 160, 288	716, 183, 211	692, 319, 768	1, 408, 502, 979	23, 863, 443	.....

a Nine months.

Imports and exports of gold.

Year ending June 30—	Exports.		Total exports.	Imports.	Excess of exports over imports.	Excess of imports over exports.
	Domestic.	Foreign.				
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1843*a*	.....	300,258	300,258	17,066,437	.....	16,766,179
1844	.....	1,183,116	1,183,116	1,613,304	.....	430,188
1845	.....	2,210,979	2,210,979	818,850	1,392,129	.....
1846	.....	1,629,348	1,629,348	910,413	718,935	.....
1847	.....	975,301	975,301	21,574,931	.....	20,599,630
1848	.....	8,370,785	8,370,785	3,408,755	4,962,030	.....
1849	.....	1,015,359	1,015,359	4,068,647	.....	3,053,288
1850	.....	2,513,948	2,513,948	1,776,706	737,242	.....
1851	.....	4,767,333	4,767,333	3,569,090	1,198,243	.....
1852	.....	2,636,142	2,636,142	3,658,059	.....	1,021,917
1853	.....	1,894,323	1,894,323	2,427,356	.....	533,033
1854	.....	2,491,894	2,491,894	3,212,719	.....	720,825
1855	.....	1,151,797	1,151,797	1,092,802	58,995	.....
1856	.....	852,698	852,698	990,305	.....	137,607
1857	.....	5,154,301	5,154,301	6,654,636	.....	1,500,335
1858	.....	7,595,558	7,595,558	11,566,068	.....	3,970,510
1859	.....	3,605,748	3,605,748	2,125,397	1,480,350	.....
1860	.....	1,499,188	1,499,188	2,508,786	.....	1,009,598
1861	(*b*)	3,624,103	3,624,103	42,291,930	.....	38,667,827
1862	31,044,651	4,395,252	35,439,903	13,907,011	21,532,892	.....
1863	.....	6,169,276	6,169,276	5,530,538	638,738	.....
1864	97,134,624	3,527,010	100,661,634	11,176,769	89,484,865	.....
1865	56,558,706	1,822,327	58,381,033	6,498,228	51,882,805	.....
1866	70,127,466	1,069,843	71,197,309	8,196,261	63,001,048	.....
1867	36,229,676	2,796,951	39,026,627	17,024,866	22,001,761	.....
1868	68,231,158	4,165,186	72,396,344	8,737,443	63,658,901	.....
1869	28,442,776	7,560,722	36,003,498	14,132,568	21,870,930	.....
1870	28,580,609	5,055,353	33,635,962	12,056,950	21,579,012	.....
1871	64,581,678	2,104,530	66,686,208	6,883,561	59,802,647	.....
1872	48,377,502	1,171,258	49,548,760	8,717,458	40,831,302	.....
1873	44,472,038	384,677	44,856,715	8,682,447	36,174,268	.....
1874	32,645,486	1,396,934	34,042,420	19,503,137	14,539,283	.....
1875	61,543,545	5,437,432	66,980,977	13,696,793	53,284,184	.....
1876	29,431,757	1,745,293	31,177,050	7,992,709	23,184,341	.....
1877	22,359,101	4,231,273	26,590,374	26,246,234	344,140	.....
1878	6,632,570	2,571,885	9,204,455	13,330,215	.....	4,125,760
1879	4,145,085	442,529	4,587,614	5,624,948	.....	1,037,334
1880	1,775,039	1,863,986	3,639,025	80,758,396	.....	77,119,371
1881	1,826,307	738,825	2,565,132	100,031,259	.....	97,466,127
1882	31,403,625	1,184,255	32,587,880	34,377,054	.....	1,789,174
1883	8,920,909	2,679,979	11,600,888	17,734,149	.....	6,133,261
1884	35,294,204	5,787,753	41,081,957	22,831,317	18,250,640	.....
1885	2,741,559	5,736,333	8,477,892	26,691,696	.....	18,213,804
1886	32,766,066	10,186,125	42,952,191	20,743,347	22,208,842	.....
1887	5,705,304	3,995,883	9,701,187	42,910,601	.....	33,209,414

a Nine months. *b* Gold and silver not separately stated, all included in silver.

Imports and exports of silver.

Year ending June 30—	Exports.		Total exports.	Imports.	Excess of exports over imports.	Excess of imports over exports.
	Domestic.	Foreign.				
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1843*a*	107,429	1,113,104	1,220,533	5,253,898	.....	4,033,365
1844	183,405	4,087,693	4,271,098	4,217,125	53,973	.....
1845	844,446	5,551,070	6,395,516	3,251,392	3,144,124	.....
1846	423,851	1,852,069	2,275,920	2,867,319	.....	591,399
1847	62,620	869,103	931,723	2,546,358	.....	1,614,635
1848	2,700,412	4,770,419	7,470,831	2,951,529	4,519,302	.....
1849	956,874	3,432,415	4,389,289	2,582,593	1,806,696	.....
1850	2,046,679	2,962,367	5,009,046	2,852,086	2,156,960	.....
1851	18,069,580	6,635,839	24,705,419	1,884,413	22,821,006	.....
1852	37,437,837	2,600,156	40,037,993	1,846,985	38,191,008	.....
1853	23,548,535	2,044,017	25,592,552	1,774,026	23,818,526	.....
1854	38,062,570	727,040	38,789,610	3,726,623	35,062,987	.....
1855	53,957,418	1,138,128	55,095,546	2,567,010	52,528,536	.....
1856	44,148,279	744,508	44,892,787	3,217,327	41,675,460	.....
1857	60,078,352	3,904,269	63,982,621	5,807,163	58,175,458	.....
1858	42,407,246	2,630,343	45,037,589	7,708,428	37,329,161	.....
1859	57,502,305	2,779,358	60,281,663	5,309,342	54,972,271	.....
1860	56,946,851	8,100,200	65,047,051	6,041,349	59,005,702	.....
1861	*b*23,799,870	2,367,107	26,166,977	4,047,681	22,119,296	.....
1862	.....	1,447,737	1,447,737	2,508,041	.....	1,060,304
1863	55,993,562	1,993,773	57,987,335	4,053,567	53,933,768	.....
1864	3,338,938	1,395,969	4,734,907	1,938,843	2,796,064	.....
1865	8,059,418	1,202,775	9,262,193	3,311,844	5,950,349	.....
1866	12,515,908	2,330,854	14,846,762	2,503,831	12,342,931	.....
1867	18,746,520	3,095,225	21,841,745	5,045,609	16,796,136	.....
1868	15,514,817	5,872,941	21,387,758	5,450,925	15,936,833	.....
1869	14,473,190	6,661,692	21,134,882	5,675,308	15,459,574	.....
1870	15,303,193	9,216,511	24,519,704	14,362,229	10,157,475	.....
1871	19,821,681	11,934,099	31,755,780	14,386,463	17,369,317	.....
1872	24,420,738	5,908,036	30,328,774	5,026,231	25,302,543	.....
1873	29,433,508	10,318,351	39,751,859	12,798,490	26,953,369	.....
1874	27,054,200	5,533,785	32,587,985	8,951,769	23,636,216	.....
1875	22,313,584	2,837,581	25,151,165	7,203,924	17,947,241	.....
1876	20,606,934	4,722,318	25,329,252	7,943,972	17,385,280	.....
1877	20,775,637	8,796,226	29,571,863	14,528,180	15,043,683	.....
1878	20,429,315	4,106,355	24,535,670	16,491,099	8,044,571	.....
1879	13,409,950	6,999,877	20,409,827	14,671,052	5,738,775	.....
1880	7,572,854	5,931,040	13,503,894	12,275,914	1,227,980	.....
1881	12,400,637	4,441,078	16,841,715	10,544,238	6,297,477	.....
1882	12,076,646	4,752,953	16,829,599	8,095,336	8,734,263	.....
1883	12,702,272	7,517,173	20,219,445	10,755,242	9,464,203	.....
1884	14,931,431	11,119,995	26,051,426	14,594,945	11,456,481	.....
1885	21,634,551	12,119,082	33,753,633	16,550,627	17,203,006	.....
1886	19,158,051	10,353,168	29,511,219	17,850,307	11,660,912	.....
1887	17,005,036	9,291,468	26,296,504	17,260,191	9,036,313	.....

a Nine months.

b Includes gold coin and bullion.

Imports and exports of gold and silver.

Year ending June 30—	Exports.		Total exports.	Imports.	Excess of exports over imports.	Excess of imports over exports.
	Domestic.	Foreign.				
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1843 *a*	107,429	1,413,362	1,520,791	22,320,335	.....	20,799,544
1844	183,405	5,270,809	5,454,214	5,830,429	.....	376,215
1845	844,446	7,762,049	8,606,495	4,070,242	4,536,253	.....
1846	423,851	3,481,417	3,905,268	3,777,732	127,536	.....
1847	62,620	1,844,404	1,907,024	24,121,289	.....	22,214,265
1848	2,700,412	13,141,204	15,841,616	6,360,284	9,481,332	.....
1849	956,874	4,447,774	5,404,648	6,651,240	.....	1,246,592
1850	2,046,679	5,476,315	7,522,994	4,628,792	2,894,202	.....
1851	18,069,580	11,403,172	29,472,752	5,453,503	24,019,249	.....
1852	37,437,837	5,236,298	42,674,135	5,505,044	37,169,091	.....
1853	23,548,535	3,938,340	27,486,875	4,201,382	23,285,493	.....
1854	38,062,570	3,218,934	41,281,504	6,939,342	34,342,162	.....
1855	53,957,418	2,289,925	56,247,343	3,659,812	52,587,531	.....
1856	44,148,279	1,597,206	45,745,485	4,207,632	41,537,853	.....
1857	60,078,352	9,058,570	69,136,922	12,461,799	56,675,123	.....
1858	42,407,246	10,225,901	52,633,147	19,274,496	33,358,651	.....
1859	57,502,305	6,385,106	63,887,411	7,434,789	56,452,622	.....
1860	56,946,851	9,599,388	66,546,239	8,550,135	57,996,104	.....
1861	23,799,870	5,991,210	29,791,080	46,339,611	.....	16,548,531
1862	31,044,651	5,842,989	36,887,640	16,415,052	20,472,588	.....
1863	55,993,562	8,163,049	64,156,611	9,584,105	54,572,506	.....
1864	100,473,562	4,922,979	105,396,541	13,115,612	92,280,929	.....
1865	64,618,124	3,025,102	67,643,226	9,810,072	57,833,154	.....
1866	82,643,374	3,400,697	86,044,071	10,700,092	75,343,979	.....
1867	54,976,196	5,892,176	60,868,372	22,070,475	38,797,897	.....
1868	83,745,975	10,038,127	93,784,102	14,188,368	79,595,734	.....
1869	42,915,966	14,222,414	57,138,380	19,807,876	37,330,504	.....
1870	43,883,802	14,271,864	58,155,666	26,419,179	31,736,487	.....
1871	84,403,359	14,038,629	98,441,988	21,270,024	77,171,964	.....
1872	72,798,240	7,079,294	79,877,534	13,743,689	66,133,845	.....
1873	73,905,546	10,703,028	84,608,574	21,480,937	63,127,637	.....
1874	59,699,686	6,930,719	66,630,405	28,454,906	38,175,499	.....
1875	83,857,129	8,275,013	92,132,142	20,900,717	71,231,425	.....
1876	50,038,691	6,467,611	56,506,302	15,936,681	40,569,621	.....
1877	43,134,738	13,027,499	56,162,237	40,774,414	15,387,823	.....
1878	27,061,885	6,678,240	33,740,125	29,821,314	3,918,811	.....
1879	17,555,035	7,442,406	24,997,441	20,296,000	4,701,441	.....
1880	9,347,893	7,795,026	17,142,919	93,034,310	.....	75,891,391
1881	14,226,944	5,179,903	19,406,847	110,575,497	.....	91,168,650
1882	43,480,271	5,937,208	49,417,479	42,472,390	6,945,089	.....
1883	21,623,181	10,197,152	31,820,333	28,489,391	3,330,942	.....
1884	50,225,635	16,907,748	67,133,383	37,426,262	29,707,121	.....
1885	24,376,110	17,855,415	42,231,525	43,242,323	.....	1,010,798
1886	51,924,117	20,539,293	72,463,410	38,593,656	33,869,754	.....
1887	22,710,340	13,287,351	35,997,691	60,170,792	.....	24,173,101

a Nine months.

The following table shows the progress of the trade of the United States with the principal grand divisions and countries of the globe from 1860 to 1887:

Total values of imports and exports of merchandise into and from the United States, from and to the principal foreign countries and geographical divisions during each year ending June 30, 1860, and from 1880 to 1887, inclusive; also the percentages of the total imports and exports from and to each country in 1860 and 1887, respectively.

[Values expressed in millions of dollars.]

IMPORTS OF MERCHANDISE.

	Countries from which imported.	1860.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	Per cent. of total imports in— 1860.	Per cent. of total imports in— 1887.	
	EUROPE.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
1	Great Britain and Ireland	138.50	210.62	174.49	195.59	188.62	162.55	136.70	154.25	165.07	39.17	23.84	1
2	Germany	18.53	52.21	52.99	56.37	57.38	65.02	63.24	69.15	80.65	5.24	11.65	2
3	France	43.17	69.34	69.81	88.90	97.99	70.84	56.94	63.42	68.11	12.21	9.84	3
4	Italy	4.73	10.32	11.64	12.11	11.91	16.71	14.49	16.87	19.39	1.34	2.80	4
5	Switzerland *a*	.....	.....	.....	.....	.....	16.46	13.86	14.35	13.58	.....	1.96	5
6	Netherlands	2.87	6.94	5.80	8.17	12.25	4.87	5.65	8.52	9.92	.81	1.43	6
7	Austria-Hungary	.73	1.56	1.42	2.44	2.98	7.74	5.75	6.60	8.52	.21	1.23	7
8	Belgium	2.56	11.79	12.60	21.00	23.16	10.92	8.70	9.18	8.06	.72	1.16	8
9	Spain	3.03	5.05	5.93	6.00	7.80	6.21	4.70	5.93	5.57	.86	.81	9
10	Russia on the Baltic, White, and Black Seas	1.53	.67	2.80	2.47	2.50	2.70	2.99	3.18	4.31	.43	.52	10
11	Sweden and Norway	.51	.69	.95	1.64	1.83	3.05	2.61	2.56	3.11	.14	.45	11
	All other countries in Europe	.52	1.63	2.30	2.89	3.29	3.89	3.10	3.53	4.44	.14	.74	
	Total Europe	216.68	370.82	340.73	397.58	409.71	370.96	318.73	357.54	390.73	61.27	56.43	
	NORTH AMERICA.												
1	West Indies:												
	Spanish West Indies	36.94	70.87	66.86	76.17	71.02	64.07	48.41	55.70	54.18	10.45	7.82	1
	British West Indies	1.85	5.48	6.29	6.64	8.74	9.79	10.36	9.85	11.57	.52	1.67	
	Other West Indies	2.87	9.54	11.07	8.99	8.55	8.00	6.80	5.50	4.29	.81	.63	
	Total	41.66	85.89	84.22	91.80	88 31	81.86	64.57	71.05	70.04	11.78	10.12	
2	British North American Provinces	23.57	33.22	38.05	51.11	44.74	39.02	36.96	37.50	38.02	6.66	5.49	2
3	Mexico	1.90	7.21	8.32	8.46	8.18	9.02	9.27	10.69	14.72	.54	2.13	3

4	Central American States	.30	3.31	3.16	4.74	5.12	6.16	6.41	5.91	7.64	.09	1.10	4
5	British Honduras	.32	.45	.44	.49	.53	.26	.22	.27	.30	.09	.05	5
	All other countries in North America	.16	.....	.01	.02	.02	.....	.02	.01	.07	.04	.01	
	Total North America	67.91	130.08	134.20	156.62	146.90	136.32	117.45	125.43	130.79	19.20	18.90	
	SOUTH AMERICA.												
1	Brazil	21.20	51.97	52.78	48.80	44.49	50.27	45.27	41.91	52.95	6.00	7.63	1
2	Venezuela	2.84	6.04	6.60	5.75	5.90	6.67	6.31	5.79	8.26	.80	1.19	2
3	Argentine Republic	4.02	6.21	5.67	5.23	6.19	4.11	4.33	5.02	4.10	1.14	.59	3
4	United States of Colombia	2.85	8.44	5.99	4.96	5.17	3.89	2.34	3.01	3.95	.80	.57	4
5	Guianas	.73	2.20	2.84	3.71	6.44	4.71	1.19	2.14	3.22	.21	.47	5
6	Chili	2.07	1.26	1.44	1.81	.44	.54	.60	1.18	2.87	.58	.42	6
7	Uruguay	.91	5.54	4.16	6.84	3.98	2.13	2.73	4.93	2.82	.26	.41	7
8	Peru	.31	.36	.76	3.03	2.53	2.08	1.77	.96	.46	.09	.07	8
	All other countries in South America	.....	.11	.39	1.16	1.60	1.35	.75	.94	1.13	.....	.17	
	Total South America	34.93	82.13	80.63	81.29	76.74	75.75	65.29	65.88	79.76	9.88	11.52	
	ASIA AND OCEANICA.												
1	China	13.57	21.77	22.32	20.21	20.14	15.62	16.29	18.97	19.08	3.84	2.76	1
2	British East Indies	10.69	21.02	18.01	18.06	19.47	19.55	17.70	17.25	18.84	3.02	2.72	2
3	Japan	.05	14.51	14.22	14.44	15.10	11.27	11.77	14.89	17.11	.02	2.47	3
4	Hawaiian Islands	.33	4.61	5.53	7.65	8.24	7.93	8.86	9.81	9.92	.09	1.43	4
5	Philippine Islands	2.89	6.60	9.16	9.97	10.08	12.33	7.79	9.57	8.61	.82	1.24	5
6	British Possessions in Australasia	.13	2.92	2.09	3.69	4.02	4.37	2.82	3.86	4.41	.04	.64	6
	All other countries in Asia and Oceanica	1.99	9.71	10.74	8.70	6.20	7.60	6.44	7.40	8.19	.55	1.19	
	Total Asia and Oceanica	29.65	81.14	82.07	82.72	83.25	78.67	71.67	81.75	86.16	8.38	12.45	
	AFRICA.												
1	British Possessions in Africa	1.90	2.05	1.70	1.66	1.84	2.22	1.51	1.35	1.23	.51	.18	1
	All other countries in Africa	1.78	1.31	2.10	3.19	2.69	1.90	1.62	1.88	2.33	.50	.33	
	Total Africa	3.68	3.36	3.80	4.85	4.53	4.12	3.13	3.23	3.56	1.01	.51	
	All other countries, islands, and ports	.77	.42	1.23	1.58	2.05	1.88	1.26	1.61	1.32	.26	.19	
	Aggregate	353.62	667.95	642.66	724.64	723.18	667.70	577.53	635.44	692.32	100.00	100.00	

a Not separately returned prior to 1884.

Total values of imports and exports of merchandise into and from the United States, from and to the principal foreign countries, etc.—Continued.

EXPORTS OF DOMESTIC MERCHANDISE.

	Countries to which exported.	1860.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	Per cent. of total domestic exports in— 1860.	Per cent. of total domestic exports in— 1887.	
	EUROPE.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*			
1	Great Britain and Ireland	166.03	450.99	477.45	404.25	420.43	382.72	394.93	344.93	363.10	52.50	51.65	1
2	Germany	12.68	56.29	68.86	52.79	64.34	59.25	60.82	60.92	57.32	4.01	8.15	2
3	France	37.68	98.89	89.84	47.40	55.97	49.29	44.56	40.01	55.68	11.92	7.92	3
4	Belgium	2.77	33.72	35.68	24.15	26.73	21.90	25.37	22.61	27.24	.88	3.87	4
5	Netherlands	3.76	16.89	25.79	13.10	18.54	16.32	16.63	14.54	18.45	1.19	2.62	5
6	Spain	6.43	14.64	12.54	12.00	16.82	11.89	11.97	13.05	12.75	2.04	1.81	6
7	Italy	4.95	12.35	8.98	8.98	10.11	7.56	11.69	13.05	12.06	1.56	1.72	7
8	Russia on the Baltic, White, and Black Seas	2.71	13.13	15.82	11.45	19.00	11.16	7.64	9.71	7.62	.85	1.09	8
9	Portugal	.27	4.59	4.29	4.52	5.36	4.61	4.55	4.31	4.51	.08	.64	9
10	Denmark	.07	3.47	6.39	3.86	4.44	3.80	4.53	2.92	3.89	.02	.55	10
11	Sweden and Norway	1.42	2.37	3.41	1.74	2.82	2.44	3.12	2.93	3.08	.45	.44	11
	All other countries in Europe	2.46	6.54	6.34	5.89	3.74	4.89	4.96	4.63	2.25	.78	.33	
	Total Europe	241.23	713.87	755.40	590.13	648.30	575.83	590.77	533.61	567.95	76.28	80.79	
	NORTH AMERICA.												
1	British North American Provinces	18.66	28.06	35.79	35.29	42.83	42.51	35.98	31.96	33.49	5.90	4.76	1
2	West Indies:												2
	Spanish West Indies	13.07	12.89	12.71	13.61	16.08	12.75	10.25	11.70	11.85	4.13	1.68	
	British West Indies	5.22	6.85	8.14	7.82	8.24	8.55	6.96	7.11	6.47	1.65	.92	
	Other West Indies	4.29	7.86	8.29	7.12	7.40	6.95	6.81	6.57	6.54	1.36	.94	
	Total	22.58	27.60	29.14	28.55	32.32	28.25	24.02	25.38	24.86	7.14	3.54	
3	Mexico	3.31	6.07	9.20	13.32	14.37	11.09	7.37	6.86	7.27	1.05	1.03	3
4	Central American States	.11	1.73	1.54	1.59	1.94	3.06	2.67	2.44	2.86	.03	.41	4

5	British Honduras	.33	.37	.47	.50	.49	.41	.36	.36	.35	.10	.05	5
6	All other countries in North America	.12	.29	.32	.32	.43	.44	.39	.37	.30	.04	.04	
	Total North America	45.11	64.12	76.46	79.57	92.38	85.76	70.79	67.37	69.13	14.26	9.83	
	SOUTH AMERICA.												
1	Brazil	5.74	8.50	9.14	9.04	9.16	8.65	7.26	6.48	8.07	1.81	1.15	1
2	United States of Colombia	1.34	5.23	5.18	6.23	6.72	6.17	5.40	5.29	5.97	.42	.85	2
3	Argentine Republic	.73	1.78	2.26	2.73	3.36	4.83	4.33	4.33	5.67	.23	.81	3
4	Venezuela	.79	2.27	2.70	2.14	2.36	2.39	2.99	2.70	2.83	.25	.40	4
5	Chili	2.85	.97	1.60	1.76	2 84	3.24	2.19	1.97	2.06	.90	.29	5
6	Guianas	1.37	2.05	2.00	2.46	2.52	2.25	2.04	1.95	1.80	.43	.26	6
7	Uruguay	.66	.88	1.54	1.46	1.39	1.24	1.60	1.11	1.39	.21	.19	7
	All other countries in South America	.89	1.01	.19	.65	.58	1.66	1.16	1.45	1.78	.29	.25	
	Total South America	14.37	22.69	24.61	26.47	28.93	30.43	26.97	25.28	29.57	4.54	4.20	
	ASIA AND OCEANICA.												
1	British Possessions in Australasia	4.07	4.69	6.64	8.98	9.64	9.23	10.53	10.98	9.54	1.29	1.36	1
2	China	5.62	1.10	5.45	5.90	4.08	4.63	6.40	7.52	6.25	1.78	.89	2
3	British East Indies	1.11	2.22	.86	3.05	2.19	3.71	4.10	4.35	3.90	.35	.55	3
4	Hawaiian Islands	.55	1.99	2.69	3.27	3.68	3.45	2.71	3.12	3.52	.17	.50	4
5	Japan	.01	2.53	1.44	2.53	3.38	2.52	3.06	3.13	3.28	.....	.47	5
6	Hong-Kong	.....	2.87	2.91	3.21	3.77	3.08	4.13	4.04	2.98	.....	.42	6
7	Dutch East Indies	.18	2.60	1.73	3.02	2.41	2.11	2.10	2.13	2.17	.06	.31	7
	All other countries in Asia and Oceanica	.85	.28	.49	.66	.51	.84	.93	.91	.83	.27	.12	
	Total Asia and Oceanica	12.39	18.28	22.21	30.62	29.66	29.57	33.96	36.18	32.47	3.92	4.62	
	AFRICA.												
1	British Possessions in Africa	.63	2.32	2.39	2.78	2.41	1.52	1.49	1.23	1.46	.20	.21	1
	All other countries in Africa	2.40	2.05	2.20	2.93	1.71	1.01	1.66	1.55	1.40	.76	.20	
	Total Africa	3.03	4.37	4.59	5.71	4.12	2.53	3.15	2.78	2.86	.96	.41	
	All other countries, islands, and ports	.11	.62	.66	.74	.83	.84	1.04	.74	1.04	.04	.15	
	Aggregate	316.24	823.95	883.93	733.24	804.22	724.96	726.68	665.96	703.02	100.00	100.00	

From this table it appears that the value of our imports increased from 353.6 millions of dollars in 1860 to 692.3 millions in 1887, an increase of 96 per cent. Our imports from Europe increased from 216.6 millions in 1860 to 390.7 millions in 1887, an increase of 80 per cent. Our imports from North America increased from 67.9 millions to 130.7 millions, an increase of 93 per cent.; from South America, from 34.9 millions to 79.7 millions, an increase of 128 per cent.; from Asia and Oceanica, from 29.6 millions to 86.1 millions, an increase of 190 per cent.

Of the countries of Europe, our import trade with Germany shows a very marked increase, having risen from 18.5 millions of dollars in 1860 to 80.6 millions in 1887, an increase of 336 per cent.

It will also be seen that, considering the relative per cent. of imports from the various divisions and countries of the globe during the two periods above named, while 61 per cent. of our imports came from Europe in 1860, only 56 per cent. was imported therefrom in 1887; also that our imports from South America, including the West Indies, sustain about the same ratio to the imports from other countries that they did in 1860.

It will also be seen that the per cent. of our imports from Cuba, Porto Rico, and French West Indies fell off in a marked degree, but increased with respect to our imports from the British West Indies, Mexico, and Central America.

Our exports of domestic merchandise to the various grand divisions of the globe during the period from 1860 to 1887 increased from 316.2 millions to 703 millions, an increase of 122 per cent.; to Europe, from 241.2 millions to 567.9 millions, an increase of 135 per cent.; to South America, from 14.3 to 29.5, an increase of 106 per cent.; and to Asia and Oceanica, from 12.3 to 32.4, an increase of 162 per cent.

When we consider the ratio or per cent. of our exports to the various grand divisions and countries during the two periods above named, we find that Europe took 80.79 per cent. of our exports in the latter period, as against 76.28 in the former, and that North America took 9.83 per cent. in the latter period, as against 14.26 per cent. in the former. The other grand divisions appear to sustain about the same relative position in our export trade which they did in 1860.

Attention is called to the marked increase in our export trade to Great Britain and Germany, our exports to the United Kingdom having increased from 166 millions in 1860 to 363 millions in 1887, that Kingdom having taken 52.5 per cent. of our exports in 1860 and 51.61 per cent. of our exports in 1887, or over half of the exports of domestic merchandise from the United States to all countries. The value of exports to Germany increased from 12.68 millions in 1860 to 57.3 millions in 1887.

The year of our largest value of imports from, and of domestic exports to each country, is shown in the following table. The values

of our imports from and exports to each country during the fiscal year 1887 will be found on pages 12 to 15, inclusive.

Countries.	Year.	Imports.	Year.	Domestic exports.
		Dollars.		*Dollars.*
Argentine Republic	1872	9,169,982	1887	5,671,729
Austria	1887	8,522,088	1878	2,827,581
Belgium	1883	23,161,200	1881	35,683,574
Brazil	1887	52,953,176	1883	9,159,330
Central American States	1887	7,637,651	1884	3,064,798
Chili	1887	2,863,233	1884	3,236,945
China, including Hong-Kong	1873	27,191,759	1886	11,562,661
Denmark and Danish West Indies	1884	933,749	1881	7,113,667
France	1883	97,989,164	1880	98,889,209
French Possessions in Africa and adjacent islands	1887	492,343	1872	714,557
French West Indies and French Guiana	1884	3,138,723	1884	1,892,656
Germany	1887	80,647,560	1881	68,858,571
Great Britian and Ireland	1872	248,772,324	1881	477,450,619
Dominion of Canada and other British North American Possessions	1882	51,113,475	1883	42,831,005
British West Indies, British Honduras, and British Guiana	1883	15,214,380	1884	10,801,138
British East Indies	1880	21,022,854	1886	4,350,141
Gibraltar and British Possessions in Africa	1873	4,008,173	1881	5,197,117
British Possessions in Australasia	1887	4,411,119	1886	10,981,915
Greece	1883	1,231,580	1878	4,888,104
Hayti and San Domingo	1881	5,642,050	1876	5,360,235
Hawaiian Islands	1887	9,922,075	1883	3,683,460
Italy	1887	19,387,808	1886	13,048,846
Japan	1887	17,114,181	1883	3,375,885
Liberia	1881	131,082	1882	196,471
Mexico	1887	14,719,840	1883	14,370,992
Netherlands	1883	12,253,733	1881	25,785,004
Dutch West Indies and Dutch Guiana	1881	2,996,895	1881	1,169,084
Dutch East Indies	1873	7,556,954	1882	3,020,093
Peru	1871	4,731,430	1872	4,439,995
Portugal	1887	1,679,198	1883	5,363,122
Portuguese Possessions	1882	649,612	1881	229,427
Russia	1883	19,123,248	1887	4,413,301
Spain	1883	16,815,708	1883	7,794,345
Cuba	1874	85,428,097	1874	15,677,716
Porto Rico	1872	11,327,766	1871	2,511,305
All Spanish Possessions other than Cuba and Porto Rico	1884	12,453,203	1886	330,916
Sweden and Norway	1887	3,113,402	1881	3,405,484
Turkey in Europe, Asia, and Africa	1887	4,958,073	1877	9,338,501
United States of Colombia	1875	12,284,063	1883	6,719,787
Uruguay	1882	6,837,736	1873	1,836,421
Venezuela	1887	8,261,236	1885	2,992,968
All other countries	1884	20,966,765	1887	3,327,986

GENERAL FEATURES OF THE DOMESTIC EXPORT TRADE DURING 1887.

The values of our exports of domestic merchandise during the last fiscal year, classified by groups according to sources of production, were as follows:

Articles.	Values.	Per cent.
	Dollars.	
Products of agriculture	523,073,798	74.41
Products of manufacture	136,735,105	19.45
Products of mining (including mineral oils)	11,758,662	1.67
Products of the forest	21,126,273	3.01
Products of the fisheries	5,155,775	.73
Other products	5,173,310	.73
Total	703,022,923	100.00

Leading articles of domestic export.

The following table exhibits (in the order of magnitude of the value for 1887) the articles of merchandise of domestic product and manufacture exported during the years ending June 30, 1881 and 1887, respectively. A comparison is made between the exports of 1881 and 1887, for the reason that the former was the year of largest exports. It will be observed that there was in 1887 a considerable increase in the values of mineral oils, tobacco and its manufactures, copper and manufactures thereof, and of sugar and molasses, while the values of animals, cotton, breadstuffs, provisions, distilled spirits, and quicksilver show a marked decline.

Order.	Articles.	1881.	1887.	Per cent. of total for 1887.
1	Cotton, and manufactures of:	*Dollars.*	*Dollars.*	
	Unmanufactured	247,695,746	206,222,057	.....
	Manufactures of	14,105,348	14,929,342	.....
	Total	261,801,094	221,151,399	31.46
2	Breadstuffs	269,556,720	165,768,662	23.58
3	Provisions, comprising meat and dairy products	156,809,840	92,783,296	13.20
4	Oils:			
	Mineral	40,315,609	46,824,915	.....
	Vegetable	1,606,472	2,011,220	.....
	Animal	1,151,774	1,282,051	.....
	Total	43,073,855	50,118,186	7.13
5	Tobacco, and manufactures of	20,878,884	29,230,672	4.16
6	Wood, and manufactures of	18,600,312	19,654,934	2.80
7	Iron and steel, and manufactures of	16,626,829	15,963,756	2.27
8	Sugar and molasses:			
	Sugar, refined, including candy and confectionery	2,123,235	11,609,335	.....
	Sugar, brown, molasses, and sirup	552,069	1,299,572	.....
	Total	2,675,304	12,908,907	1.84

Exports of domestic merchandise, 1881 *and* 1887—Continued.

Order.	Articles.	1881.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
9	Animals	16,412,398	10,598,362	1.51
10	Leather, and manufactures of	8,088,445	10,436,138	1.48
11	Oil-cake and oil-cake meal	6,284,364	7,309,691	1.04
12	Chemicals, drugs, dyes, and medicines	4,414,235	5,340,480	.76
13	Furs and fur skins	5,451,419	4,807,277	.68
14	Coal	2,831,460	4,526,325	.64
15	Fish	4,592,367	3,965,718	.56
16	Copper, and manufactures of	876,395	3,727,447	.53
17	Spirits of turpentine	2,414,719	3,489,895	.50
18	Fruits	4,439,719	2,669,965	.38
19	Naval stores	2,638,804	2,370,678	.34
20	Agricultural implements	2,400,318	2,138,398	.30
21	Paraffine and paraffine wax	437,187	2,032,713	.29
22	Seeds	1,062,766	1,907,409	.27
23	Books, maps, engravings, and other printed matter	690,359	1,546,985	.22
24	Carriages and horse-cars, and parts of	1,013,644	1,454,101	.21
25	Flax, hemp, and jute, manufactures of	1,974,140	1,402,118	.20
26	Fertilizers	612,941	1,397,534	.20
27	Clocks and watches, and parts of	1,247,463	1,392,647	.20
28	Vegetables	1,510,834	1,308,653	.19
29	Paper, and manufactures of	1,408,976	1,118,538	.16
30	Fancy articles	961,924	908,985	.13
31	Glass and glassware	756,022	883,504	.13
32	Grease, grease scraps, and all soap stock	51,979	849,908	.12
33	Soap	694,857	847,428	.12
34	India-rubber and gutta-percha, manufactures of	400,534	834,304	.12
35	Musical instruments	974,982	831,837	.12
36	Spirits, distilled	3,247,931	801,103	.11
37	Hides and skins, other than fur skins	903,464	765,655	.11
38	Malt liquors	347,788	656,713	.09
39	Cars, passenger and freight, for steam railroads	544,041	653,298	.09
40	Wool, and manufactures of	350,300	617,344	.09
41	Instruments and apparatus for scientific purposes	175,621	599,262	.08
42	Marble and stone, and manufactures of	629,795	560,352	.08
43	Gunpowder and other explosives	288,172	559,085	.08
44	Plated ware	310,577	547,408	.08
45	Lamps, chandeliers, etc	309,022	541,872	.08
46	Casings for sausages	219,903	538,236	.08
47	Whalebone	326,400	523,267	.08
48	Jewelry, and manufactures of gold and silver	279,337	474,324	.07
49	Paints and colors	339,020	452,338	.06
50	Stationery, except of paper	(*a*)	390,408	.06
51	Hair, and manufactures of	337,221	335,548	.05
52	Starch	629,710	281,072	.04
53	Earthen, stone, and china ware	123,177	265,984	.04
54	Quicksilver	1,124,955	241,952	.03
55	Bark, and extract of, for tanning	120,426	239,700	.03
56	Brass, and manufactures of	216,057	228,341	.03
57	Art works: Paintings and statuary	254,450	221,372	.03
58	Hay	233,529	218,006	.03
59	Wines	69,915	215,171	.03
60	Blacking	179,993	195,197	.03
61	Candles	210,842	187,077	.02
62	Brooms and brushes	152,716	172,883	.02
63	Broom-corn	154,677	170,534	.02

Exports of domestic merchandise, 1881 *and* 1887—Continued.

Order.	Articles.	1881.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
64	Trunks, valises, and traveling-bags	173, 639	170, 163	.02
65	Bones, hoops, horns, and horn tips, strips and waste	120, 415	162, 958	.02
66	Varnish	156, 617	149, 871	.02
67	Lead, and manufactures of	39, 710	141, 154	.02
68	Spermaceti and spermaceti wax	40, 945	139, 656	.02
69	Tin, manufactures of	198, 524	137, 551	.02
70	Glucose, or grape sugar	451, 415	118, 620	
71	Lime and cement	83, 598	107, 770	
72	Ink, printer's, and other	8, 449	105, 785	
73	Ice	132, 120	93, 270	
74	Bricks	40, 279	92, 984	
75	Zinc, and manufactures of	149, 210	88, 109	
76	Ore, gold and silver bearing	60, 205	79, 555	
77	Coffee and cocoa, ground or prepared, and chocolate	105, 401	77, 412	.17
78	Matches	112, 167	77, 379	
79	Vessels sold to foreigners	120, 730	70, 780	
80	Honey	198, 768	67, 154	
81	Eggs	13, 776	60, 686	
82	Hops	2, 016, 970	54, 970	
83	Silk, manufactures of	29, 625	52, 513	
84	Rags	25, 107	51, 102	
	All other articles	2, 903, 149	1, 593, 079	.23
	Total	883, 925, 947	703, 022, 923	100.00

a Included in "Paper, and manufactures of."

About nine-tenths of the exports of domestic merchandise during the last four fiscal years can be grouped under fifteen heads, giving in a short space a comprehensive and reasonably correct idea of the character of our export trade. The values of exports under these heads for the last four fiscal years were as follows:

Articles.	1887.	1886.	1885.	1884.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Animals	10, 598, 362	12, 518, 660	14, 567, 081	20, 293, 529
Breadstuffs	165, 768, 662	125, 846, 558	160, 370, 821	162, 544, 715
Coal	4, 526, 325	4, 188, 530	4, 575, 962	5, 031, 509
Copper, and manufactures of	3, 727, 447	5, 671, 748	10, 187, 024	5, 595, 859
Cotton, and manufactures of	221, 151, 399	219, 045, 576	213, 799, 049	208, 900, 415
Furs and fur skins	4, 807, 277	3, 321, 102	4, 153, 287	3, 998, 182
Iron and steel, and manufactures of	15, 963, 756	15, 755, 490	16, 605, 046	21, 921, 962
Leather, and manufactures of	10, 436, 138	8, 737, 682	9, 692, 408	8, 305, 779
Oil-cake and oil-cake meal	7, 309, 691	7, 053, 714	6, 674, 466	7, 115, 153
Oil, mineral	46, 824, 915	50, 199, 844	50, 257, 947	47, 103, 248
Provisions:				
Meat products	82, 945, 994	79, 748, 750	93, 023, 117	98, 736, 296
Dairy products	9, 837, 302	0, 876, 4166	14, 309, 339	15, 617, 492
Sugar	11, 442, 337	10, 977, 759	16, 080, 806	5, 417, 158
Tobacco, and manufactures of	29, 230, 672	30, 424, 908	24, 767, 305	20, 296, 217
Wood, and manufactures of	19, 654, 934	20, 743, 390	21, 464, 322	24, 275, 128
Total	644, 225, 211	605, 010, 177	660, 527, 980	655, 152, 372
Value of all domestic exports	703, 022, 923	665, 964, 529	726, 682, 946	724, 964, 552
Per cent. of enumerated articles to total	91. 6	91. 2	91. 1	90. 4

Exports by countries, 1881 *and* 1887.

The values of domestic merchandise exported from the United States to the principal and all other foreign countries (in the order of magnitude of the values for 1887) during the years ending June 30, 1881 and 1887, respectively, are shown as follows:

Order.	Countries to which exported.	1881.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
1	Great Britain and Ireland	477,450,619	363,101,143	51.65
2	Germany	68,858,571	57,316,655	8.15
3	France	89,844,100	55,681,994	7.92
4	British North American Provinces	35,793,031	33,495,403	4.76
5	Belgium	35,683,574	27,239,023	3.87
6	West Indies	29,143,738	24,860,421	3.54
7	Netherlands	25,785,004	18,445,556	2.62
8	Spain	12,536,283	12,753,634	1.81
9	Italy	8,987,417	12,056,481	1.72
10	British Possessions in Australasia	6,636,130	9,543,474	1.36
11	Brazil	9,138,637	8,071,653	1.15
12	Russia in Europe	15,818,823	7,616,846	1.09
13	Mexico	9,198,077	7,267,129	1.03
14	China	5,447,281	6,246,626	.89
15	United States of Colombia	5,179,366	5,973,965	.85
16	Argentine Republic	2,258,183	5,671,729	.81
17	Portugal	4,291,088	4,506,521	.64
18	British East Indies	858,069	3,902,047	.55
19	Denmark	6,392,539	3,892,593	.55
20	Hawaiian Islands	2,694,583	3,520,593	.50
21	Japan	1,440,146	3,280,314	.47
22	Sweden and Norway	3,405,484	3,076,799	.44
23	Hong-Kong	2,914,668	2,980,055	.42
24	Central American States	1,541,229	2,861,126	.41
25	Venezuela	2,704,063	2,827,010	.40
26	Dutch East Indies	1,728,786	2,169,099	.31
27	Chili	1,598,270	2,062,507	.29
28	Guianas	1,995,744	1,797,040	.26
29	British Possessions in Africa	2,394,507	1,460,256	.21
30	Uruguay	1,536,326	1,393,725	.19
31	Ecuador	*a* 103,905	1,049,392	.15
32	Gibraltar	2,802,610	727,050	.11
33	Peru	93,785	717,968	.10
34	Austria-Hungary	2,255,140	679,981	.10
35	All other countries in Africa	894,503	499,564	.07
36	British Possessions, all other	122,678	473,529	.07
37	French Possessions, all other	322,435	401,882	.06
38	Azore, Madeira, and Cape Verde Islands	526,852	351,252	.05
39	British Honduras	471,302	349,510	.05
40	French Possessions in Africa	325,119	330,820	.05
41	Turkey in Africa	590,058	303,257	.04
42	Miquelon, Langley, and St. Pierre Islands	309,889	299,763	.04
43	Turkey in Europe	619,419	285,398	.04
44	All other countries in Asia and Oceanica	.....	208,852	.03
45	Turkey in Asia	289,801	179,213	.03
46	French East Indies	.....	176,983	.02

a All other countries in South America.

Exports by countries, 1881 *and* 1887—Continued.

Order.	Countries to which exported.	1881.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
47	Greece	142,042	171,497	.02
48	Spanish Possessions in Africa	218,146	158,669	.02
49	Philippine Islands	.....	147,682	.02
50	Russia, Asiatic	203,912	118,098	.02
51	Liberia	167,019	90,485	.01
52	Switzerland	.....	49,598	.01
	All other countries	212,996	181,063	.03
	Total	883,925,947	703,022,923	100.00
	RECAPITULATION.			
1	Europe	755,399,565	567,952,021	80.79
2	British North American Provinces	35,793,031	33,495,403	4.76
3	Asia and Oceanica	22,213,376	32,473,036	4.62
4	South America	24,608,279	29,566,293	4.20
5	West Indies	29,143,738	24,860,421	3.54
6	Mexico, Central America, and British Honduras	11,210,608	10,477,765	1.49
7	Africa	4,589,352	2,855,691	.41
8	All other	967,998	1,342,293	.19
	Total	883,925,947	703 022,923	100.00

INCREASE AND DECREASE OF EXPORTS, BY ARTICLES AND BY COUNTRIES, 1887.

The two following tables show the principal changes which occurred in our domestic export trade during the last fiscal year with respect to the increase or decrease of articles exported, and the increase or decrease of our trade with certain foreign countries:

Values of articles of domestic produce or manufacture, the exports of which have materially increased or decreased during the last fiscal year.

Articles.	1887.	1886.	Increase.	Decrease.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Animals	10,598,362	12,518,660	.....	1,920,298
Breadstuffs:				
Corn	19,347,361	31,730,922	.....	12,383,561
Oats	179,634	1,944,772	.....	1,765,138
Wheat	90,716,481	50,262,715	40,453,766	.....
Wheat flour	51,950,082	38,442,955	13,507,127	.....
All other	3,575,104	3,465,194	109,910	.....
Total	165,768,662	125,846,558	39,922,104	.....
Copper, and manufactures of:				
Ore	1,693,924	3,068,879	.....	1,374,955
Manufactures of	2,033,523	2,602,869	.....	569,346
Cotton, and manufactures of:				
Unmanufactured	206,222,057	205,085,642	1,136,415	.....
Manufactures of	14,929,342	13,959,934	969,408	.....
Furs and fur skins	4,807,277	3,321,102	1,486,175	.....
Hops	54,970	1,714,488	.....	1,659,518

Value of articles of domestic produce or manufacture, the exports of which have materially increased or decreased, etc.—Continued.

Articles.	1887.	1886.	Increase.	Decrease.
Iron and steel, and manufactures of:	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Firearms	664, 253	1, 778, 660	.....	1, 114, 407
Machinery, not elsewhere specified	4, 607, 714	3, 685, 220	922, 494	.....
All other	10, 686, 535	10, 281, 689	404, 846	.....
Total	15, 958, 502	15, 745, 569	212, 933	.....
Leather, and manufactures of	10, 436, 138	8, 737, 682	1, 698, 456	.....
Oils, mineral	46, 824, 915	50, 199, 844	.....	3, 374, 929
Provisions, comprising meat and dairy products:				
Beef products	15, 517, 882	18, 505, 935	.....	2, 988, 053
Pork products	61, 159, 918	57, 125, 408	4, 534, 510	.....
All other meat products	5, 678, 194	4, 117, 407	1, 650, 787	.....
Dairy products	9, 837, 302	10, 876, 466	.....	1, 039, 164
Total	92, 783, 296	90, 625, 216	2, 158, 080	.....
Spirits	801, 103	2, 745, 514	.....	1, 944, 411
Spirits of turpentine	3, 489, 895	2, 811, 777	678, 118	.....
Sugar and molasses	12, 908, 907	12, 191, 766	717, 141	.....
Tobacco, and manufactures of	29, 230, 672	30, 424, 908	.....	1, 194, 236
Wood, and manufactures of	19, 654, 934	20, 643, 390	.....	988, 456
All other articles	64, 826, 444	63, 720, 731	1, 105, 713	.....
Total	703, 022, 923	665, 964, 529	37, 058, 394	.....

Increase or decrease of domestic exports by countries.

Countries to which exported.	1887.	1886.	Increase.	Decrease.
Europe:	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Great Britain and Ireland	363, 101, 143	344, 927, 973	18, 173, 170	.....
Germany	57, 316, 655	60, 923, 857	.....	3, 607, 202
France	55, 681, 994	40, 006, 096	15, 675, 898	.....
Belgium	27, 239, 023	22, 613, 399	4, 625, 624	.....
Italy	12, 056, 481	13, 048, 846	.....	992, 365
Netherlands	18, 445, 556	14, 536, 664	3, 908, 892	.....
Spain	12, 753, 634	13, 047, 762	.....	294, 128
All other	21, 357, 535	24, 509, 798	.....	3, 152, 263
Total	567, 952, 021	553, 614, 395	34, 337, 626	.....
British North American Provinces	33, 495, 403	31, 953, 124	1, 542, 279	.....
Mexico	7, 267, 129	6, 856, 077	411, 052	.....
Central American States	2, 861, 126	2, 442, 171	418, 955	.....
British Honduras	349, 510	364, 528	.....	15, 018
Miquelon, Langley, and St. Pierre Islands	299, 763	374, 237	.....	74, 474
West Indies:				
Spanish West Indies	11, 846, 171	11, 697, 808	148, 363	.....
British West Indies	6, 465, 030	7, 113, 699	.....	648, 669
Hayti and San Domingo	4, 073, 732	3, 980, 432	93, 300	.....
All other	2, 475, 488	2, 584, 414	.....	108, 926
Total	24, 860, 421	25, 376, 353	.....	515, 932

Increase or decrease of domestic exports by countries—Continued.

Countries to which exported.	1887.	1886.	Increase.	Decrease.
South America:	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Brazil	8, 071, 653	6, 480, 738	1, 590, 915	.....
Argentine Republic	5, 671, 729	4, 331, 770	1, 339, 959	.....
Venezuela	2, 827, 010	2, 695, 488	131, 522	.....
United States of Colombia	5, 973, 965	5, 294, 798	679, 167	.....
All other	7, 021, 936	6, 474, 529	547, 407	.....
Total	29, 566, 293	25, 277, 323	4, 288, 970	.....
Asia and Oceanica:				
China	6, 246, 626	7, 518, 277	.....	1, 271, 651
British East Indies	3, 902, 047	4, 350, 141	.....	448, 094
Japan	3, 280, 314	3, 125, 130	155, 184	.....
British Possessions in Australasia	9, 543, 474	10, 981, 915	.....	1, 438, 441
Hawaiian Islands	3, 520, 593	3, 115, 899	404, 694	.....
Dutch East Indies	2, 169, 099	2, 132, 947	36, 152	.....
Hong-Kong	2, 980, 055	4, 044, 384	.....	1, 064, 329
All other	830. 828	909, 398	.....	78, 570
Total	32, 473, 036	36, 178, 091	.....	3, 705, 055
Africa	2, 855, 691	2, 777, 382	78, 309	.....
All other countries	1, 042, 530	750, 848	291, 682	.....
Grand total	703, 022, 923	665, 964, 529	37, 058, 394	.....

EXPORTS OF PRODUCTS OF AGRICULTURE AND OF MANUFACTURE.

The following table shows the values of our exports of domestic merchandise to foreign countries during the years indicated, subdivided into products of agriculture, of manufacture, of mining, etc., and of the exports of specie, for 1860, 1870, and from 1875 to 1887:

Year ending June 30—	Exports of domestic merchandise.							Exports of domestic gold and silver.
	Products of agriculture.		Products of manufacture.		Products of mining, forestry, fisheries, etc.		Total.	
	Value.	Per cent.	Value.	Per cent.	Value.	Per cent.		
	Dollars.		*Dollars.*		*Dollars.*		*Dollars.*	*Dollars.*
1860	256, 560, 972	81. 14	45, 658, 873	14. 43	14, 022, 588	4. 43	316, 242, 423	56, 946, 851
1870	361, 188, 483	79. 34	47, 921, 154	10. 53	46, 098, 704	10. 13	455, 208, 341	43, 883, 803
1875	430, 306, 570	76. 95	75, 755, 432	13. 55	53, 175, 636	9. 50	559, 237, 638	83, 857, 129
1876	456, 113, 515	76. 67	81, 374, 077	13. 68	57, 430, 123	9. 65	594, 917, 715	50, 028, 691
1877	459, 734, 148	72. 63	88, 007, 773	13. 91	85, 238, 933	13. 46	632, 980, 854	43, 134, 738
1878	536, 192, 873	77. 07	91, 416, 576	13. 14	68, 140, 481	9. 79	695, 749, 930	27, 061, 885
1879	546, 476, 703	78. 12	89, 117, 215	12. 74	63, 944, 824	9. 14	699, 538, 742	17, 555, 035
1880	685, 961, 091	83. 25	79, 510, 447	9. 65	58, 474, 815	7. 10	823, 946, 353	9, 347, 893
1881	730, 394, 943	82. 63	89, 219, 380	10. 10	64, 211, 624	7. 27	883, 925, 947	14, 226, 944
1882	552, 219, 819	75. 31	103, 132, 481	14. 08	77, 887, 432	10. 61	733, 239, 732	43, 480, 271
1883	619, 269, 449	77. 00	111, 890, 001	13. 91	73, 064, 182	9. 09	804, 223, 632	21, 623, 181
1884	536, 315, 318	73. 98	111, 330, 242	15. 35	77, 319, 293	10. 67	724, 964, 852	50, 225, 635
1885	530, 172, 966	72. 96	117, 259, 810	16. 14	79, 250, 170	10. 90	726, 682, 946	24, 376, 110
1886	484, 954, 595	72. 82	106, 419, 692	15. 98	74, 590, 242	11. 20	665, 964, 529	51, 924, 117
1887	523, 073, 798	74. 41	136, 735, 105	19. 45	43, 214, 020	6. 14	703, 022, 923	22, 710, 340

For a full enumeration of the various articles and classes of articles included under each of the classes of the above table for 1887 and prior years, see Appendix Nos. 7 to 12, inclusive.

It will be observed, by reference to the following table, that our exports of the products of agriculture have consisted almost entirely of raw cotton, breadstuffs; provisions, including meats and dairy products, and leaf-tobacco,—these products during the fiscal year 1887 comprising 94 per cent. of the total value of the exports of all products of agriculture:

Value of exports of the leading products of domestic agriculture from the United States from 1860 *to* 1887.

Year ending June 30—	Cotton, raw.	Breadstuffs.	Leaf tobacco.	Provisions, comprising meat and dairy products.	Cattle, sheep, and hogs.	Total.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1860	191, 806, 555	24, 422, 310	15, 906, 547	16, 934, 363	1, 463, 642	250, 533, 418
1861	34, 051, 483	72, 152, 366	13, 784, 710	22, 483, 213	254, 930	142, 726, 702
1862	1, 180, 113	84, 183, 754	12, 325, 356	37, 198, 672	255, 181	135, 143, 076
1863	6, 652, 405	89, 180, 332	19, 752, 076	58, 623, 579	372, 414	174, 580, 806
1864	9, 895, 854	63, 400, 606	22, 845, 936	51, 379, 801	243, 665	147, 765, 862
1865	6, 836, 400	53, 941, 231	41, 625, 226	54, 015, 841	244, 148	156, 662, 846
1866	281, 385, 223	41, 249, 054	29, 456, 145	29, 653, 730	426, 305	382, 770, 457
1867	201, 470, 423	41, 288, 804	19, 620, 159	27, 224, 060	378, 170	289, 981, 616
1868	152, 820, 733	69, 024, 059	22, 898, 823	31, 078, 598	432, 566	276, 254, 779
1869	162, 633, 052	53, 724, 154	20, 552, 943	30, 326, 781	(a)	267, 236, 930
1870	227, 027, 624	72, 250, 933	21, 100, 420	30, 992, 305	724, 933	352, 096, 215
1871	218, 327, 109	79, 381, 187	19, 908, 797	39, 748, 796	551, 769	357, 917, 658
1872	180, 684, 595	84, 586, 273	24, 136, 166	64, 306, 139	1, 193, 464	354, 906, 637
1873	227, 243, 069	98, 743, 151	22, 689, 135	82, 911, 660	1, 591, 057	433, 178, 072
1874	211, 223, 580	161, 198, 864	30, 399, 181	83, 511, 275	2, 936, 429	489, 269, 329
1875	190, 638, 625	111, 458, 265	25, 241, 549	83, 100, 065	2, 026, 198	412, 464, 702
1876	192, 659, 262	131, 181, 555	22, 737, 383	92, 325, 308	1, 951, 846	440, 855, 354
1877	171, 118, 508	117, 806, 476	28, 825, 521	118, 579, 676	2, 526, 740	438, 856, 921
1878	180, 031, 484	181, 777, 841	24, 803, 165	124, 845, 137	4, 497, 576	515, 955, 203
1879	162, 304, 250	210, 355, 528	25, 157, 364	119, 857, 692	10, 162, 400	527, 837, 234
1880	211, 535, 905	288, 036, 835	16, 379, 107	132, 488, 201	14, 657, 931	663, 297, 979
1881	247, 695, 746	270, 332, 519	18, 737, 043	156, 809, 840	15, 639, 173	709, 514, 321
1882	199, 812, 644	182, 670, 528	19, 067, 721	122, 020, 530	8, 913, 656	532, 485, 079
1883	247, 328, 721	208, 040, 850	19, 438, 066	109, 217, 119	9, 768, 803	593, 793, 559
1884	197, 015, 204	162, 544, 715	17, 765, 760	114, 353, 788	19, 333, 121	511, 012, 588
1885	201, 962, 458	160, 370, 821	22, 025, 786	107, 332, 456	13, 998, 441	505, 689, 962
1886	205, 085, 642	125, 846, 558	27, 158, 457	90, 625, 216	11, 963, 095	460, 678, 968
1887	206, 222, 057	165, 768, 662	25, 948, 277	92, 783, 296	9, 991, 614	500, 713, 906

a Animals not separately stated.

Exports of cotton.

The total quantity of unmanufactured cotton exported during the last fiscal year was 2,169,457,330 pounds, valued at $206,222,057, an increase of $1,136,415 as compared with the value of such exports during the preceding year, but a decrease in value of $41,473,689 as compared

with the exports of cotton during the year 1881. The average price of raw cotton during the year 1881 was 11.2 cents per pound; the price declined to 10.6 cents in 1885, to 9.96 cents in 1886, and to 9.5 cents in the last fiscal year. Comparing the exports of the years 1887 and 1881, the decline in the quantity of cotton exported amounted to 9.8 per cent. and in the value to 16.7 per cent.

EXPORTS OF BREADSTUFFS AND FOREIGN COMPETITION.

The value of our exports of breadstuffs amounted during the last fiscal year to $165,768,662, an increase of $39,922,104 from the value of the exports of 1886, and a decrease of $104,563,857 from that of 1881.

Foreign competition.

The following table shows the competition we are meeting in the wheat markets of the world with the products of Russia, India, Australia, and the Argentine Republic, and our relative position to those countries in the export trade in wheat during the last five years.

In 1880 the countries named, together with the United States, exported 208,987,072 bushels, the share of which exported by the United States was 69.13 per cent. In 1884 the same countries exported 202,352,523 bushels, the share of which exported by the United States was only 40.34 per cent. Our portion of the exports of 1885 probably ran still lower.

The shipments of wheat exhibited by the following table are exported almost entirely to supply the European markets, and it will be observed how uniform was the annual demand during the period covered by the table.

The values shown must not be taken as an accurate standard of comparison, owing to the diversity of and fluctuations in the value of the currencies of the various countries.

Quantities and values of domestic wheat exported from Russia in Europe, British India, the Australian colonies, the Argentine Republic, and the United States during the years from 1880 *to* 1886, *inclusive.*

[From official sources.]

Calendar year.	Russia in Europe.		British India. *a*		The colonies Victoria, South Australia, and New Zealand.	
	Bushels.	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*
1880	36, 565, 653	53, 524, 459	13, 896, 168	15, 952, 105	13, 999, 415	13, 905, 868
1881	48, 972, 597	71, 672, 255	37, 078, 571	41, 871, 765	9, 729, 596	9, 632, 390
1882	76, 373, 532	100, 008, 804	26, 402, 893	29, 534, 467	8, 506, 904	9, 727, 058
1883	83, 777, 096	102, 286, 594	39, 118, 791	43, 202, 651	7, 481, 949	8, 219, 776
1884	67, 719, 720	78, 089, 132	29, 550, 741	30, 703, 430	19, 466, 921	17, 326, 920
1885	91, 754, 000	83, 909, 180	39, 312, 969	38, 943, 436	No data.	No data.
1886	No data.	No data.	41, 558, 250	41, 977, 479	....do	....do .....

a The exports from British India are for the twelve months ending March 31 of the year following the calendar year to which the transactions are credited in the table.

Quantities and values of domestic wheat exported from the principal wheat-producing countries—Continued.

Calendar year.	Argentine Republic.		The United States.		Total.		Per cent. of total quantity exported from the United States.
	Bushels.	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	
1880	42,829	45,111	144,483,007	171,420,195	208,987,072	254,847,738	69.13
1881	5,772	10,722	120,451,888	140,218,714	216,238,424	263,405,846	55.70
1882	62,659	65,844	110,343,185	125,051,895	221,689,173	264,388,068	49.78
1883	2,292,352	2,345,128	71,013,280	79,065,180	203,683,468	235,119,329	34.86
1884	3,986,663	4,188,071	81,628,478	74,962,078	202,352,523	205,269,631	40.34
1885	2,884,138	3,029,845	53,025,938	46,678,257	.....	.....	.....
1886	1,288,362	1,457,516	89,204,887	75,955,039	.....	.....	.....

The total quantities of wheat, of Indian produce, exported from British India each year from 1868 to 1887 are officially reported as follows:

Year ending March 31—	Quantity exported.	Year ending March 31—	Quantity exported.
	Cwts.		*Cwts.*
1868	299,385	1878	6,340,150
1869	275,481	1879	1,044,709
1870	78,208	1880	2,195,550
1871	248,522	1881	7,444,375
1872	637,099	1882	19,863,520
1873	394,010	1883	14,144,407
1874	1,755,954	1884	20,956,495
1875	1,069,076	1885	15,830,754
1876	2,498,186	1886	21,060,519
1877	5,583,336	1887	22,263,348

The following report of the results of the late Vienna wheat-crop estimates, with deductions therefrom as given in the London Millers' Gazette, is of interest:

"The wheat crops of the world, as far as can be at present ascertained, have been very much larger in bulk than last year, the large increase in the European crops making up for the deficit in America and India. Perhaps the only semi-official estimates of the crops are those presented at the annual International Exhibition, Vienna, which was opened last Monday; but these estimates are necessarily of a vague character, from the fact that they are prepared too early in the season, viz, in the middle of August. Nevertheless, although in years past the actual outturn in the various countries has differed very materially from the estimates presented at Vienna, these estimates may be taken as an approximate guide of the world's production. The following figures show the estimates during the past three years presented at Vienna and will show, as above stated, that in most of the European countries the yield is decidedly superior to last year:

Countries.	1887.	1886.	1885.
Austria	117	92½	104
Hungary	126	87	117
Prussia	103	95	98
Saxony	102	95	100
Bavaria:			
Franconia and Suabia	117	101	100
Upper and Lower	125	95	105
Pfalz and Witterau	97	88	100
Baden	100	85	97
Wurtemburg:			
Winter wheat	96	99	96
Spring wheat	82		
Mecklenburg	105	98	100
Denmark	100	100	110
Norway and Sweden	100	90	105
Italy	90	98	78
Switzerland	110	100	125
Holland	102	90	95
France	105	85	95
United Kingdom	120	85	110
Russia:			
Podolia	100	60	90
Bessarabia	100	77	100
Poland	100	105	97
Central	118	55	75
Cherson and Ekaterinoslay, winter wheat	120	60	100
Cherson and Ekaterinoslay, spring wheat	100		
Courland	95	75	85
North	95	85	80
Estland	95	97	80
Roumania:			
Moldavia	90	85	115
Little Wallachia	125	90	85
Great Wallachia	101	84	85
Servia	140	90	110
Egypt	95	90	60
India	88	107	100
United States of America	84	90	70

NOTE.—100 is taken to represent an average.

These figures afford a very concise estimate of the world's production during the past three years. It may be added that the estimates for India and America are our own. Possibly, however, the following table, which gives the official record of the production in the various countries during the years 1886 and 1885, from which the present year's yield is estimated, will be found still more interesting:

Countries.	Crop 1887.	Crop 1886.	Crop 1885.
	Bushels.	*Bushels.*	*Bushels.*
United States and Canada	480, 000, 000	508, 000, 000	392, 000, 000
France	320, 000, 000	288, 000, 000	312, 000, 000
Russia	216, 000, 000	172, 000, 000	192, 000, 000
British India	228, 000, 000	276, 000, 000	264, 000, 000
Austria-Hungary	168, 000, 000	144, 000, 000	160, 000, 900
Germany	88, 000, 000	82, 000, 000	92, 000, 000
United Kingdom	76, 000, 000	64, 000, 000	82, 000, 000
Spain	80, 000, 000	83, 600, 000	80, 000, 000
Italy	120, 000, 000	129, 360, 000	118, 000, 000
Australasia	32, 000, 000	22, 240, 000	37, 040, 000
Turkey	44, 000, 000	41, 120, 000	45, 360, 000
Persia and Syria	44, 000, 000	44, 000, 000	40, 000, 000
Roumania	32, 000, 000	22, 400, 000	20, 000, 000
Chili and Argentine Republic	36, 000, 000	28, 800, 000	24, 000, 000
Egypt	16, 800, 000	16, 000, 000	12, 000, 000
Holland	5, 200, 000	4, 800, 000	4, 960, 000
Belgium	20, 000, 000	18, 400, 000	19, 200, 000
Denmark	4, 800, 000	4, 800, 000	5, 000, 000
Greece	4, 800, 000	4, 800, 000	4, 800, 000
Portugal	8, 000, 000	8, 160, 000	7, 600, 000
Norway and Sweden	2, 400, 000	2, 400, 000	2, 800, 000
Switzerland	2, 000, 000	1, 600, 000	2, 000, 000
Servia	5, 600, 000	4, 400, 000	4, 640, 000
Sundries—			
Africa, Tunis, Asia Minor, and Mexico	48, 000, 000	48, 000, 000	48, 000, 000
Totals	2, 081, 600, 000	2, 018, 880, 000	1, 969, 400, 000

Thus the estimates for this year, which it will be remembered are but estimates, show the world's production to be about 64,000,000 bushels greater than last year, and about 104,000,000 bushels greater than in 1885. In this connection it is worthy of note that the average production in these countries during the five years preceding 1885 was estimated at about 2,200,000 bushels."

The estimated wheat surplus of the surplus-producing countries and deficiencies of those which will require importation of foreign wheat for consumption during the year 1887–'88 are, according to estimates of Mr. W. J. Harris and Mr. K. Kains-Jackson, the former of which estimates has been published in Mark Lane Express and the latter in Dornbusch's Evening List, as follows:

SURPLUS FOR EXPORT.

Countries.	Mr. Kains-Jackson's estimate.	Mr. Harris's estimate.
	Bushels.	*Bushels.*
United States	104,000,000	104,000,000
Russia	96,000,000	72,000,000
India		36,000,000
Canada	.....	24,000,000
Australia	16,000,000	
Chili		
Argentine Republic		
Turkey		
Danubian countries	24,000,000	24,000,000
Persia		
Egypt		
Total bushels	240,000,000	260,000,000

REQUIRED TO BE IMPORTED 1887–'88.

United Kingdom	136,000,000	136,000,000
France	32,000,000	12,000,000
Belgium		
Holland		
Switzerland		
Italy	64,000,000	64,000,000
Spain		
Portugal		
China		
West Indies	32,000,000	16,000,000
Central and South America, others, etc		
Total bushels	264,000,000	228,000,000

Other estimates worthy of credence place the exportable surplus of wheat at about 250,000,000 bushels.

Of the world's wheat crop, the United States produced during the last crop year, 1887, about 450,000,000 bushels or 21.5 per cent. of the crop, and if, as estimated, about 250,000,000 bushels wheat will be required by the countries having a deficiency, the United States will be

the source of supply of upwards of 104,000,000 bushels, or 41.6 per cent., of the estimated deficiency.

Of the countries having a deficit, the United Kingdom, it is estimated, will require 136,000,000 bushels and, it appears from the official statistics, has imported during the five years ending 1886 an average of nearly 140,000,000 bushels of wheat and flour.

The following tables exhibit the imports of wheat and flour into the United Kingdom since 1840, and the countries whence imported; also the relative position which each country has occupied as a source of supply to the British market during each year of that period.

These tables show that the demand of the British market is a very important factor in the wheat industry, and that the requirements beyond the home supply are rapidly increasing, having about doubled since 1870.

The table exhibiting the share of each country in the export trade of wheat and flour to the United Kingdom shows that the United States increased its export from 35 per cent. of the whole trade in 1871 to 65 per cent. in 1880, but that its share has since fallen as low as 47 per cent., rallying during the year 1886 to 58 per cent. Russia seems to be losing its hold as a source of wheat supply to the British market, while British India is making rapid strides in increasing its share of this very important trade.

Quantities of wheat and wheat flour imported into the United Kingdom from the principal and other foreign countries and British dependencies during each year ending December 31, from 1840 to 1886, inclusive.

[From British official publications.]

Years.	Russia.	Germany.	British North America.	United States.		Chili.	British India.	Australasia.	All other countries.	Total.
				Atlantic.	Pacific.					
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
1840	1,162,552	5,105,131	634,210	1,550,189	(a)	394	(b)	(b)	2,107,814	10,560,290
1841	431,686	6,719,838	1,090,773	495,443	(a)	6	(b)	(b)	3,283,428	12,021,174
1842	1,247,081	4,078,258	800,328	545,980	(a)	12,532	(b)	(b)	6,503,770	13,187,949
1843	145,892	3,406,196	495,484	114,146	(a)	5,327	(b)	(b)	452,872	4,619,917
1844	452,947	2,859,809	996,299	375,505	(a)	10	(b)	(b)	1,303,903	5,988,473
1845	146,383	2,534,232	1,001,795	408,628	(a)	.....	(b)	(b)	868,702	4,959,740
1846	887,686	2,112,415	1,428,233	3,528,647	(a)	2	(b)	(b)	2,238,947	10,195,930
1847	3,686,187	2,807,348	1,741,016	8,006,713	(a)	.....	(b)	(b)	3,181,363	19,422,627
1848	2,266,957	4,596,878	813,734	1,292,187	(a)	32,628	(b)	(b)	4,374,833	13,377,217
1849	2,574,956	4,824,986	617,608	2,679,999	(a)	76,169	(b)	(b)	10,076,886	20,850,604
1850	2,767,339	5,272,357	351,361	2,345,309	(a)	60,452	(b)	(b)	10,179,794	20,976,612
1851	3,031,986	4,164,036	566,454	3,980,928	(a)	30	(b)	(b)	11,418,284	23,161,718
1852	3,179,521	2,738,565	479,956	5,369,385	(a)	.....	(b)	(b)	6,325,200	18,092,627
1853	4,641,756	6,739,994	731,569	6,894,339	(a)	4	(b)	(b)	8,069,417	27,077,079
1854	2,198,529	5,072,595	222,437	5,023,342	(a)	87	(b)	(b)	6,909,791	19,426,781
1855	27	4,308,258	76,797	1,933,750	(a)	87,056	(b)	(b)	7,534,434	13,940,322
1856	3,321,280	2,034,610	864,693	9,158,630	(a)	50,137	(b)	(b)	7,182,218	22,611,568
1857	3,069,594	5,580,638	721,291	4,651,018	(a)	.....	(b)	(b)	3,597,958	17,620,499
1858	2,653,883	4,210,117	702,838	4,782,785	(a)	4	(b)	(b)	10,851,314	23,200,941
1859	3,837,454	4,561,521	170,821	430,504	(a)	2	(b)	(b)	12,497,432	21,497,734
1860	5,659,971	6,904,819	1,310,652	9,315,125	(a)	33,545	(b)	(b)	8,617,814	31,841,926
1861	4,540,483	6,658,462	3,387,949	15,610,472	(a)	364,246	(b)	(b)	7,085,093	37,646,705
1862	5,755,789	7,930,849	5,118,698	21,765,087	(a)	347,341	(b)	(b)	9,124,630	50,042,394
1863	4,538,934	5,728,626	3,198,187	11,869,179	(a)	282,311	(b)	(b)	5,270,655	30,887,892
1864	5,129,410	6,842,721	1,831,897	10,077,431	(a)	198,231	(b)	(b)	4,757,513	28,837,203

Quantities of wheat and wheat flour imported into the United Kingdom from the principal and other foreign countries and British dependencies, etc.—Continued.

Years.	Russia.	Germany.	British North America.	United States.		Chili.	British India.	Australasia.	All other countries.	Total.
				Atlantic.	Pacific.					
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
1865	8,093,989	7,224,371	528,456	1,498,579	(a)	169,862	(b)	(b)	8,328,295	25,843,552
1866	9,181,432	6,801,657	59,601	986,229	(a)	341,999	(b)	(b)	12,000,761	29,371,679
1867	14,166,794	7,873,216	835,006	5,091,733	(a)	2,097,978	(b)	(b)	9,072,053	39,136,780
1868	10,055,338	7,224,597	798,505	6,753,389	(a)	1,477,536	(b)	(b)	10,196,680	36,506,045
1869	9,187,236	7,546,688	3,396,511	15,320,257	(a)	580,349	(b)	(b)	8,416,731	44,447,772
1870	10,326,844	4,487,773	3,402,690	15,057,236	(a)	643,347	(b)	(b)	2,988,225	36,906,115
1871	15,689,943	4,258,823	3,782,776	13,138,880	2,486,451	589,951	220,028	369,726	3,825,649	44,362,227
1872	17,938,977	5,183,601	2,157,170	8,188,725	1,445,624	1,677,908	161,915	556,180	10,302,796	47,612,896
1873	9,693,997	3,019,406	4,315,709	14,638,890	7,136,220	1,837,587	741,350	2,091,504	8,156,534	51,631,197
1874	5,798,976	4,012,066	4,298,315	21,085,372	6,120,680	2,207,016	1,074,390	1,156,599	3,569,279	49,322,693
1875	10,157,847	6,613,544	4,069,565	17,206,410	9,165,741	902,660	1,334,374	1,265,747	8,830,733	59,546,621
1876	8,911,788	3,487,672	2,776,975	15,105,922	7,117,481	1,012,642	3,296,575	2,842,200	7,353,178	51,904,433
1877	11,003,917	7,004,360	3,265,174	13,973,413	9,620,592	809,793	6,106,079	451,102	11,256,999	63,491,429
1878	9,150,151	6,511,560	2,999,400	28,668,221	4,919,939	50,573	1,820,881	1,561,006	4,009,852	59,691,583
1879	8,117,485	4,757,794	5,353,697	37,015,145	7,604,474	1,492,041	889,531	2,294,653	5,477,290	73,002,110
1880	2,963,759	2,821,164	4,543,407	37,690,287	7,092,813	1,450,348	3,230,144	4,613,353	4,054,539	68,459,814
1881	4,099,972	3,096,326	3,200,434	33,168,149	12,531,807	1,171,039	7,338,751	3,314,540	3,423,641	71,344,659
1882	9,679,941	5,564,751	3,115,769	28,195,362	16,692,819	1,716,833	8,463,716	3,086,288	4,047,024	80,562,503
1883	13,448,368	5,281,307	2,428,417	26,397,848	13,818,987	2,301,056	11,248,988	2,790,152	6,835,148	84,550,271
1884	5,520,450	3,273,330	2,618,410	24,930,225	10,631,427	1,055,983	7,980,981	5,369,358	4,795,118	66,175,282
1885	12,082,391	3,749,200	2,095,376	22,881,400	16,056,331	1,622,868	12,175,260	5,443,588	5,183,504	81,289,918
1886	3,743,272	2,128,383	3,851,298	23,506,949	12,566,883	1,701,695	11,026,504	811,391	2,789,991	62,126,366

a Included under "Atlantic."

b Included under "All other countries."

Share of the principal foreign countries and British dependencies in the importation of wheat into the United Kingdom during each year ending December 31, from 1871 to 1886, inclusive.

[See preceding table for quantities.]

Years.	Imported from—								Total.
	Russia.	Germany.	British North America.	United States.	Chili.	British India.	Australasia.	All other countries.	
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per ct.*
1871.....	35.37	9.60	8.52	35.22	1.33	.50	.84	8.62	100
1872.....	37.70	10.87	4.53	20.23	3.52	.34	1.17	21.64	100
1873.....	18.78	5.85	8.36	42.17	3.56	1.43	4.05	15.80	100
1874.....	11.76	8.13	8.71	55.16	4.47	2.18	2.35	7.24	100
1875.....	17.06	11.11	6.83	44.29	1.51	2.24	2.13	14.83	100
1876.....	17.17	6.72	5.35	42.81	1.95	6.35	5.48	14.17	100
1877.....	17.33	11.03	5.14	37.16	1.28	9.62	.71	17.73	100
1878.....	15.32	10.91	5.03	56.27	.09	3.04	2.62	6.72	100
1879.....	11.12	6.52	7.33	61.12	2.04	1.22	3.15	7.50	100
1880.....	4.33	4.12	6.63	65.42	2.12	4.72	6.74	5.92	100
1881.....	5.75	4.34	4.49	64.05	1.64	10.29	4.64	4.80	100
1882.....	12.01	6.91	3.87	55.72	2.13	10.51	3.83	5.02	100
1883.....	15.91	6.25	2.87	47.57	2.72	13.30	3.30	8.08	100
1884.....	8.34	4.95	3.96	53.74	1.60	12.06	8.11	7.24	100
1885.....	14.86	4.61	2.58	47.90	2.00	14.98	6.69	6.38	100
1886.....	6.03	3.43	6.20	58.05	2.74	17.75	1.31	4.49	100

Exports of provisions.

The following table shows the value of our exports of provisions, comprising meat and dairy products, and the growth of our export trade in the principal articles included therein, since 1860:

Year ending June 30—	Hog products.				Beef products.	All other meat products.	Dairy products.	Total value
	Bacon and hams.	Pork.	Lard.	Total hog products.				
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1860..	2,273,768	3,132,313	4,545,831	9,951,912	4,272,500	.....	2,709,951	16,934,363
1861..	4,848,339	2,609,818	4,729,297	12,187,454	4,618,143	.....	5,677,616	22,483,213
1862..	10,290,572	3,980,153	10,004,521	24,275,246	6,043,190	.....	6,880,236	37,198,672
1863..	18,658,280	4,334,775	15,755,570	38,748,625	8,924,407	.....	10,950,547	58,623,579
1864..	12,323,327	5,828,030	11,260,728	29,412,085	9,238,278	936,884	11,792,554	51,379,801
1865..	10,536,608	6,850,808	9,134,858	26,522,274	8,324,685	142,683	19,026,199	54,015,841
1866..	6,269,796	4,788,484	5,970,651	17,028,931	5,255,038	65,082	7,304,679	29,653,730
1867..	3,291,176	3,597,690	6,634,556	13,523,422	4,474,968	147,768	9,077,902	27,224,060
1868..	5,476,998	3,267,652	9,427,831	18,172,481	5,236,238	76,710	7,593,169	31,078,598
1869..	7,482,060	3,422,928	7,443,948	18,348,936	4,792,987	181,140	7,003,718	30,326,781
1870..	6,123,113	3,253,137	5,933,397	15,309,647	5,754,639	313,757	9,614,262	30,992,305
1871..	8,126,683	4,302,320	10,563,020	22,992,023	6,850,701	208,362	9,697,710	39,748,796
1872..	21,126,592	4,122,308	20,177,619	45,426,519	8,844,015	697,067	9,338,538	64,306,139
1873..	35,022,137	5,007,035	21,245,815	61,274,987	9,515,952	575,407	11,445,314	82,911,660
1874..	33,383,908	5,808,712	19,308,019	58 500,639	11,091,996	848,246	13,070,394	83,511,275
1875..	28,612,613	5,671,495	22,900,522	57,184,630	9,890,159	735,112	15,290,164	83,100,065
1876..	39,664,456	5,744,022	22,429,485	67,837,963	9,920,682	1,068,535	13,498,128	92,325,308

Exports of provisions—Continued.

Year ending June 30—	Hog products.				Beef products.	All other meat products.	Dairy products.	Total value.
	Bacon and hams.	Pork.	Lard.	Total hog products.				
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1877..	49, 512, 412	6, 296, 414	25, 562, 665	81, 371, 491	15, 387, 091	4, 571, 792	17, 249, 302	118, 579, 676
1878..	51, 752, 068	4, 913, 657	30, 022, 133	86, 687, 858	14, 678, 467	5, 315, 177	18, 163, 635	124, 845, 137
1879..	51, 074, 433	4, 807, 568	22, 856, 673	78, 738, 674	14, 154, 398	8, 843, 564	18, 121, 056	119, 857, 692
1880..	50, 987, 623	5, 930, 252	27, 920, 367	84, 838, 242	18, 012, 197	10, 637, 957	18, 983, 420	132, 488, 201
1881..	61, 161, 205	8, 272, 285	35, 226, 575	104, 660, 065	19, 326, 673	10, 061, 379	22, 775, 742	156, 809, 840
1882..	46, 675, 774	7, 201, 270	28, 975, 902	82, 852, 946	14, 687, 235	7, 356, 314	17, 124, 035	122, 020, 530
1883..	38, 155, 952	6, 192, 268	26, 618, 048	70, 966, 268	15, 333, 162	9, 311, 993	13, 605, 696	109, 217, 119
1884..	39, 684, 845	4, 762, 715	25, 305, 953	69, 753, 513	23, 224, 506	5, 758, 277	15, 617, 492	114, 353, 788
1885..	37, 083, 948	5, 203, 943	22, 595, 219	64, 883, 110	22, 421, 788	5, 710, 219	14, 309, 339	107, 332, 456
1886..	31, 640, 211	5, 123, 411	20, 361, 786	57, 125, 408	18, 505, 935	4, 117, 407	10, 876, 466	90, 625, 216
1887..	33, 314, 670	5, 641, 327	22, 703, 921	61, 659, 918	15, 517, 882	5, 768, 194	9, 837, 302	92, 783, 296

The exports of provisions, including meat and dairy products, have materially declined during recent years, and the fall has extended to exports of all animal products and to cattle. During the year 1881 we exported 185,707 cattle, valued at $14,304,103, and during the last fiscal year 106,459 cattle, valued at $9,172,136, a decrease from 1881 in value of $5,131,967; or a decline in quantity of 42.7 per cent. and in value of 35.9 per cent. Beef products show for the same period a decrease of 19.7 per cent. in value. Since 1881 pork products, including bacon, hams, pork, and lard, show a decline of 32.9 per cent. in quantity and of 41.1 per cent. in value. The exports of butter and cheese also participate in the general decrease of exports of provisions.

Our exports of bacon, hams, and pork to Germany have never been as large as many seem to suppose. During the year 1873 our exports of bacon and hams to Germany reached the highest point, amounting to 65,708,546 pounds. The average yearly value of exports of bacon and hams to Germany during the ten years from 1871 to 1880, inclusive, amounted to only $2,291,967. The exports of pork proper during this period were very small, averaging annually less than $100,000 in value.

The imports of American lard are not prohibited by Germany, and we export large quantities of it to that country. The largest exports of lard to Germany occurred in 1879, reaching nearly 90,000,000 pounds; and in 1886 we exported to Germany over 58,000,000 pounds of lard, valued at $3,963,908.

Value of exports of cattle, sheep, and hogs during each year from 1865 *to* 1887.

Year ending June 30—	Cattle.	Sheep.	Hogs.	Total.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1865	159, 179	72, 198	12, 771	244, 148
1866	323, 637	87, 214	15, 454	426, 305
1867	268, 236	69, 842	40, 092	378, 170
1868	330, 183	83, 936	18, 447	432, 566
1869	Animals not separately stated.			
1870	439, 987	95, 193	189, 753	724, 933
1871	403, 491	86, 888	61, 390	551, 769
1872	565, 719	79, 592	548, 153	1, 192, 464
1873	695, 957	107, 698	787, 402	1, 591, 057
1874	1, 150, 857	159, 735	1, 625, 837	2, 936, 429
1875	1, 103, 085	183, 898	739, 215	2, 026, 198
1876	1, 110, 703	171, 101	670, 042	1, 951, 846
1877	1, 593, 080	234, 480	699, 180	2, 526, 740
1878	3, 896, 818	333, 499	267, 259	4, 497, 576
1879	8, 379, 200	1, 082, 938	700, 262	10, 162, 400
1880	13, 344, 195	892, 647	421, 089	14, 657, 931
1881	14, 304, 103	762, 932	572, 138	15, 639, 173
1882	7, 800, 227	603, 778	509, 651	8, 913, 656
1883	8, 341, 431	1, 154, 856	272, 516	9, 768, 803
1884	17, 855, 495	850, 146	627, 480	19, 333, 121
1885	12, 906, 690	512, 568	579, 183	13, 998, 441
1886	10, 958, 954	329, 844	674, 297	11, 963, 095
1887	9, 172, 136	254, 725	564, 753	9, 991, 614

Exports of illuminating mineral oil.

The following table shows the exports of illuminating mineral oil during each year from 1864 to 1887, inclusive:

Year ending June 30—	Illuminating mineral oil.		Year ending June 30—	Illuminating mineral oil.	
	Gallons.	*Dollars.*		*Gallons.*	*Dollars.*
1864	12, 791, 518	6, 764, 411	1876	204, 814, 673	28, 755, 638
1865	12, 722, 005	9, 520, 957	1877	262, 441, 844	55, 401, 132
1866	34, 255, 921	18, 626, 141	1878	289, 214, 541	41, 513, 676
1867	62, 686, 657	22, 509, 466	1879	331, 586, 442	35, 999, 862
1868	67, 909, 961	19, 977, 870	1880	367, 325, 823	31, 783, 575
1869	84, 403, 892	27, 636, 137	1881	332, 283, 045	34, 317, 695
1870	97, 902, 505	29, 864, 193	1882	488, 213, 033	44, 588, 854
1871	132, 608, 955	34, 138, 736	1883	419, 821, 081	36, 926, 574
1872	122, 539, 575	30, 566, 108	1884	415, 615, 693	38, 195, 349
1873	158, 102, 414	37, 195, 735	1885	458, 243, 192	40, 074, 827
1874	217, 220, 504	37, 560, 995	1886	469, 471, 451	40, 634, 331
1875	191, 551, 933	27, 030, 361	1887	480, 845, 811	37, 303, 997

It will be seen from this table that the exports of illuminating mineral oil, with few fluctuations, have steadily increased during the years mentioned, reaching the highest point in 1882, when they amounted to 488,213,033 gallons, valued at $44,588,854. During the fiscal year 1887 we exported in round numbers 481,000,000 gallons, valued at $37,300,000.

The value of the exports of illuminating oil to Europe during 1877 represented 80 per cent. and to Asia and Oceanica 8.8 per cent. of the total value of our exports of this commodity to all countries, but in 1887 the value of our exports to Europe was 69.5 per cent. and to Asia and Oceanica 20 per cent. of the total value of our exports of illuminating oil to all countries.

The following will forcibly illustrate the fall in the price of this commodity:

We exported in 1877 262,441,844 gallons, valued at $55,401,132, and in 1887, 480,845,811 gallons, the value of which was only $37,303,997, showing an increase in quantity of 218,403,967 gallons, or 83 per cent., and the remarkable decline in value of $18,097,135, or 33 per cent.

Exports of leaf tobacco.

The exports of leaf tobacco show a marked increase as compared with the year 1881. We exported during 1887 293,666,995 pounds, valued at $25,637,983, or 66,640,390 pounds more than in the year 1881. The increase in quantity was 29 per cent., and in the value 37 per cent. Of the total quantity exported in 1887 Europe took 83 per cent.

Exports of refined sugar.

The exports of refined sugar have largely increased since 1881. During that fiscal year we exported 22,227,857 pounds, valued at $2,049,982, and during the last fiscal year 190,672,154 pounds, valued at $11,435,765. During the year 1885 our exports of refined sugar were the largest in the history of our export trade, amounting to 252,579,077 pounds. Of the total quantity exported last year, 85 per cent. was shipped to Europe.

EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE BY PORTS.

The following table shows the value of merchandise exported from the principal ports during the year ending June 30, 1887:

Order.	Ports from which exported.	Exports.			Per cent.
		Domestic.	Foreign.	Total.	
		Dollars.	*Dollars.*	*Dollars.*	
1	New York, N. Y	306, 842, 375	9, 504, 844	316, 347, 219	44. 17
2	New Orleans, La	79, 050, 983	468, 926	79, 519, 909	11. 10
3	Boston and Charlestown, Mass	57, 775, 156	1, 226, 349	59, 001, 505	8. 24
4	Baltimore, Md	51, 601, 118	6, 031	51, 607, 149	7. 21
5	Philadelphia, Pa	35, 361, 876	64, 980	35, 426, 856	4. 95
6	San Francisco, Cal	32, 027, 995	683, 048	32, 711, 043	4. 57
7	Savannah, Ga	23, 783, 313	.....	23, 783, 313	3. 37
8	Galveston, Tex	18, 899, 665	3, 223	18, 902, 888	2. 64
9	Norfolk and Portsmouth, Va	15, 310, 247	109, 893	15, 420, 140	2. 15
10	Charleston, S. C	14, 625, 218	.....	14, 625, 218	2. 04
11	Huron, Mich	8, 394, 215	272, 984	8, 667, 199	1. 21
12	Yorktown, Va	7, 452, 017	.....	7, 452, 017	1. 00
	All other	51, 898, 745	820, 010	52, 718, 755	7. 35
	Total	703, 022, 923	13, 160, 288	716, 183, 211	100. 00

EXPORTS OF GOLD AND SILVER.

The following table shows the exports of domestic and foreign gold and silver coin and bullion during the year ending June 30, 1887:

Countries and customs districts.	Gold.	Silver.	Total gold and silver.	Per cent.
COUNTRIES TO WHICH EXPORTED.	*Dollars.*	*Dollars.*	*Dollars.*	
England	221,386	8,117,913	8,339,299	23.16
Germany	2,000,180	83,389	2,083,569	5.79
France	37,135	980,713	1,017,848	2.83
Mexico, Central American States, and British Honduras	34,393	386,117	420,510	1.17
West Indies	2,503,194	349,135	2,852,329	7.92
South America	3,635,655	153,554	3,789,209	10.53
Asia and Oceanica	1,269,244	16,224,683	17,493,927	48.60
Other countries	.....	1,000	1,000	.....
Total	9,701,187	26,296,504	35,997,691	100.00
CUSTOMS DISTRICTS FROM WHICH EXPORTED.				
New York, N. Y	8,392,740	9,770,924	18,163,664	50.46
San Francisco, Cal	1,288,960	16,313,852	17,602,812	48.90
Brazos de Santiago, Tex	.....	9,162	9,162	.64
Corpus Christi, Tex	.....	23,767	23,767	
Other customs districts	19,487	178,799	198,286	
Total	9,701,187	26,296,504	35,997,691	100.00

EXPORTS OF FOREIGN MERCHANDISE.

The following table shows the value of exports of foreign merchandise to the principal and all other foreign countries during the year ending June 30, 1887:

Order.	Countries to which exported.	Value.	Per cent.
		Dollars.	
1	Great Britain and Ireland	3,209,536	24.39
2	British North American Possessions	2,666,944	20.26
3	France	1,575,676	11.97
4	Germany	1,254,617	9.53
5	West Indies	840,888	6.39
6	Belgium	700,800	5.32
7	Argentine Republic	692,816	5.27
8	Mexico	692,428	5.26
9	Netherlands	402,714	3.06
10	Uruguay	174,256	1.32
11	United States of Colombia	140,976	1.07
12	British Possessions in Australasia	124,961	.96
13	Italy	115,123	.88
	All other countries	568,553	4.32
	Total	13,160,288	100.00

GENERAL FEATURES OF OUR IMPORTS OF MERCHANDISE DURING THE FISCAL YEAR 1887.

During the last fiscal year the value of our imports of merchandise amounted to $692,319,768, of which the value of free goods was $234,221,131 and the value of dutiable goods $458,098,637.

Of the total imports, the value of manufactured articles was $412,279,077, and of crude or partially manufactured articles $280,040,691. (See page 46 and Appendix No. 18.) The total value of imports was $56,883,632 in excess of that of 1886, the increase in the value of free goods being $22,061,835 and of dutiable goods $34,821,797.

The imported articles which exhibited the largest increase in value (see page 42) were coffee, iron and steel, silk and manufactures of silk, woolen goods, and jewelry. It will be observed that the increase in imports occurred principally in crude or unmanufactured articles necessary as materials for use in our manufactures. This is an encouraging feature of the expansion of our imports and indicates an improved condition of our manufactures and trade. There was considerable falling off in the values of imports of sugar and molasses, hides and skins, clothing, wools, seeds, leather, and barley. Our import trade with the United Kingdom during the last fiscal year increased $10,813,000, with France $4,690,000, with Germany $11,493,000, and with all Europe $33,190,000. During the last fiscal year 23.84 per cent. of our imports came from the United Kingdom, and one-half of our exports were to that country. Our import trade with Europe comprised 56 per cent. of our entire imports; and our export trade to Europe comprised 83 per cent. of our entire exports, all other countries taking only 17 per cent. of them.

Leading articles of imports.

The following table shows the values of merchandise imported into the United States during the years ending June 30, 1882 and 1887, respectively, with the percentage of the aggregate value for 1887 of the imports of each class of merchandise. Comparison is made with the year 1882 for the reason that it was the year of largest imports.

Order.	Articles.	1882.	1887.	Per cent. of total for 1887.
1	Sugar, molasses, sugar candy, and confectionery:	*Dollars.*	*Dollars.*	
	Molasses	10,040,511	5,355,475	
	Sugar, sugar candy, and confectionery	90,451,383	78,434,195	
	Total	100,491,894	83,789,670	12.13
2	Wool, hair of the alpaca, goat, and other like animals, and manufactures of:			
	Wools	11,096,050	16,424,479	
	Manufactures of	37,362,520	44,902,718	
	Total	48,457,570	61,327,197	8.86
3	Coffee	46,041,609	56,347,600	8.14

Leading articles of imports—Continued.

Order.	Articles.	1882.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
4	Iron and steel, and manufactures of:			
	Ores	1,687,677	2,118,357	
	Manufactures of	67,976,897	49,203,164	
	Total	69,664,574	51,321,521	7.41
5	Silk, and manufactures of:			
	Unmanufactured	12,890,392	19,642,797	
	Manufactures of	39,972,506	31,347,923	
	Total	52,862,898	50,990,720	7.37
6	Chemicals, drugs, dyes, and medicines	44,243,647	40,616,927	5.87
7	Flax, hemp, jute, and other vegetable substances, and manufactures of:			
	Unmanufactured	12,322,989	12,312,833	
	Manufactures of	23,793,399	21,933,028	
	Total	36,116,388	34,245,861	4.95
8	Cotton, and manufactures of:			
	Unmanufactured	789,844	533,928	
	Manufactures of	35,719,791	28,940,353	
	Total	36,509,635	29,474,281	4.26
9	Hides and skins other than fur skins	27,841,126	24,219,101	3.50
10	Fruits	19,411,713	20,608,486	2.98
11	Tea	19,392,102	16,771,802	2.42
12	India-rubber and gutta-percha, and manufactures of:			
	Crude	14,264,903	13,756,783	
	Manufactures of	322,024	266,031	
	Total	14,586,927	14,022,814	2.03
13	Wood, and manufactures of:			
	Unmanufactured	5,278,401	3,566,053	
	Manufactures of	9,254,702	9,480,311	
	Total	14,533,103	13,046,364	1.88
14	Tobacco, and manufactures of:			
	Leaf	6,230,865	8,704,950	
	Manufactures of	3,116,897	3,471,513	
	Total	9,347,762	12,176,463	1.76
15	Leather of all kinds, and manufactures of	12,145,761	11,199,945	1.62
16	Precious stones, not set, including diamonds, rough or uncut	8,895,635	10,828,941	1.57
17	Liquors, spirituous and malt, and wines:			
	Malt liquors	970,326	1,255,164	
	Spirits, distilled	2,290,275	1,955,468	
	Wines	7,559,258	7,056,085	
	Total	10,819,859	10,266,717	1.48
18	Articles, the growth, produce, and manufacture of the United States, returned	5,796,893	9,256,932	1.34
19	Animals	6,840,845	7,816,198	1.13
20	Breadstuffs and other farinaceous substances	14,737,359	7,361,632	1.07
21	Glass and glassware	6,634,371	7,319,895	1.06

Leading articles of imports—Continued.

Order.	Articles.	1882.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
22	Furs, dressed and undressed, and manufactures of	8,030,970	7,285,619	1.05
23	Fancy articles	10,212,101	7,172,268	1.04
24	Tin, bars, blocks, or pigs	4,953,538	6,927,696	1.00
25	Earthen, stone, and china ware	7,128,663	5,716,927	.83
26	Hats, bonnets, and hoods, and materials for	(*a*)	4,819,086	.70
27	Paper stock, crude	6,014,183	4,540,598	.66
28	Fish	4,050,317	4,230,667	.61
29	Buttons, except of brass, gilt, or silk, and button materials	3,940,860	3,767,506	.54
30	Books, maps, engravings, and other printed matter	3,573,924	3,688,991	.53
31	Spices	2,603,231	3,481,412	.50
32	Hops	302,112	3,404,669	.49
33	Metals, metal compositions, and manufactures of, not elsewhere specified	1,920,103	3,074,823	.44
34	Art works: Paintings, statuary, and other works of art	3,036,822	2,805,998	.41
35	Oils	3,047,302	2,792,698	.40
36	Coal, bituminous	2,189,298	2,715,442	.39
37	Household and personal effects of persons arriving from foreign countries, and of citizens of the United States dying abroad	2,432,805	2,643,999	.38
38	Hair:			
	Unmanufactured	1,101,639	2,405,110	
	Manufactures of	800,869	212,046	
	Total	1,902,508	2,617,156	.38
39	Vegetables	7,833,759	2,350,351	.34
40	Rice	2,026,255	2,060,379	.30
41	Paper, and manufactures of	2,084,289	2,028,235	.29
42	Eggs	1,808,585	1,960,396	.28
43	Clocks and watches, and parts of	3,036,611	1,881,407	.27
44	Provisions, comprising meat and dairy products	2,183,995	1,806,239	.26
45	Fertilizers	3,343,610	1,770,881	.26
46	Cocoa, and leaves and shells of	1,470.312	1,670,012	.24
47	Musical instruments	1,580,144	1,577,395	.23
48	Seeds, not medicinal	2,346,392	1,448,307	.21
49	Salt	1,673,515	1,438,031	.21
50	Cork wood or cork bark, unmanufactured	1,124,216	1,239,247	.18
51	Paints and colors	1,218,112	1,214,283	.18
52	Bristles	1,032,355	1,174,333	.17
53	Cement	675,587	1,108,819	.16
54	Corsets	(*b*)	1,063,296	.15
55	Marble and stone, and manufactures of	930,071	982,794	.14
56	Jewelry, and manufactures of gold and silver	712,781	846,700	.12
57	Hay	892,638	790,394	.11
58	Lead, and manufactures of	255,793	699,282	.10
59	Ivory, animal and vegetable	997,045	630,171	.09
60	Brushes	381,548	548,516	.08
61	Soap	321,638	439,664	.06
62	Platinum	304,290	438,516	.06
63	Brass, and manufactures of	682,886	415,954	.06

a Included in "All other articles." *b* Included in "Manufactures of cotton."

Leading articles of imports—Continued.

Order.	Articles.	1882.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
64	Sponges	340, 443	343, 311	.05
65	Copper, and manufactures of	406, 420	338, 047	.05
66	Plumbago	363, 835	331, 621	.05
67	Zinc, spelter, or tutenegue, and manufactures of	938, 006	290, 180	.04
68	Clay	265, 816	288, 571	.04
69	Bark, hemlock	490, 588	272, 956	.04
70	Bolting cloths	359, 584	271, 400	.04
71	Mineral substances, not elsewhere specified	66, 591	197, 338	.03
72	Plaster of Paris, or sulphate of lime, unground	127, 060	162, 492	.02
73	Malt, barley	1, 109, 786	153, 363	.02
74	Coir yarn	.....	140, 462	.02
75	Asphaltum or bitumen, crude	105, 152	100, 697	.02
	All other articles	10, 439, 458	20, 151, 106	1.90
	Total	724, 639, 574	692, 319, 768	100.00

Countries from which our imports are brought.

The following table shows the values of merchandise imported into the United States from the principal and all other foreign countries during the years ending June 30, 1882 and 1887, respectively, with the percentage of the aggregate value of imports from each country, during 1887:

Order.	Countries from which imported.	1882.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
1	Great Britain and Ireland	195, 588, 692	165, 067, 443	23.84
2	Germany	56, 368, 542	80, 647, 560	11.65
3	West Indies	91, 803, 822	70, 043, 561	10.12
4	France	88, 897, 606	68, 107, 624	9.84
5	Brazil	48, 801, 878	52, 953, 176	7.63
6	British North American Possessions	51, 113, 475	38, 015, 584	5.49
7	Italy	12, 114, 221	19, 387, 808	2.80
8	China	20, 214, 341	19, 076, 780	2.76
9	British East Indies	18, 057, 913	18, 836, 090	2.72
10	Japan	14, 439, 495	17, 114, 181	2.47
11	Mexico	8, 461, 899	14, 719, 840	2.13
12	Switzerland	.....	13, 578, 213	1.96
13	Netherlands	8, 165, 728	9, 922, 913	1.43
14	Hawaiian Islands	7, 646, 294	9, 922, 075	1.43
15	Philippine Islands	9, 970, 155	8, 614, 830	1.24
16	Austria-Hungary	2, 444, 812	8, 522, 088	1.23
17	Venezuela	5, 746, 300	8, 261, 236	1.19
18	Belgium	20, 999, 668	8, 063, 648	1.16
19	Central American States	4, 735, 398	7, 637, 651	1.10
20	Spain	5, 999, 506	5, 570, 868	.81
21	British Possessions in Australasia	3, 689, 424	4, 411, 119	.64
22	Argentine Republic	5, 234, 914	4, 100, 192	.59

Countries from which our imports are brought—Continued.

Order.	Countries from which imported.	1882.	1887.	Per cent. of total for 1887.
		Dollars.	*Dollars.*	
23	United States of Colombia	4,961,470	3,950,953	.57
24	Turkey in Asia	1,990,603	3,616,306	.53
25	Sweden and Norway	1,639.972	3,113,402	.45
26	Dutch East Indies	4,122,880	2,978,071	.43
27	Chili	1,810,487	2,863,233	.42
28	Uruguay	6,837,736	2,818,761	.41
29	British Guiana	3,228,442	2,739,873	.40
30	Russia on the Baltic and White Seas	1,427,162	2,489,886	.36
31	Russia on the Black Sea	1,046,568	1,816,812	.26
32	Portugal	1,141,884	1,679,198	.24
33	Hong-Kong	2,424,092	1,436,481	.21
34	All other countries in Africa	1,764,179	1,350,980	.19
35	British Possessions in Africa and adjacent islands	1,664,883	1,232,940	.18
36	Ecuador	*a*1,158,430	1,131,169	.17
37	Turkey in Europe	278,866	1,086,071	.16
38	British Possessions, all other	798,744	1,044,307	.15
39	Greece	899,561	998,243	.14
40	French Possessions in Africa and adjacent islands	396,990	492,343	.07
41	Dutch Guiana	464,150	482,424	.07
42	Peru	3,029,676	461,726	.07
43	Denmark	394,377	338,754	.05
44	British Honduras	489,469	303,283	.05
45	French Possessions, all other	171,573	267,032	.04
46	Turkey in Africa	408,968	255,696	.04
47	Greenland, Iceland, and the Faroe Islands	51,589	157,034	.02
48	Roumania	.....	130,109	.02
49	Russia, Asiatic	92,291	106,603	.02
50	Spanish Possessions in Africa and adjacent islands	527,487	95,572	.01
51	Liberia	83,885	86,531	.01
52	Miquelon, Langley, and St. Pierre Islands	18,325	70,924	.01
53	Azore, Madeira, and Cape Verde Islands	109,892	44,385	.01
	All other countries	710,860	106,186	.01
	Total	724,639,574	692,319,768	100.00

a All other countries in South America.

Increase or decrease in values of imports of certain articles.

Articles.	Year ending June 30— 1887.	Year ending June 30— 1886.	Increase.	Decrease.
FREE OF DUTY.				
Chemicals, drugs, and dyes, not elsewhere specified:	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Argal or argol, or crude tartar, and argol dust	3,412,987	2,605,105	807,882	.....
Dye woods, in sticks	1,328,960	1,725,435	.....	396,475
Gums	4,537,916	4,190,174	347,742	.....
Soda, nitrate of	2,614,161	1,681,825	932,336	.....
Sulphur, or brimstone, crude	1,688,360	2,237,332	.....	548,972
All other	13,442,875	12,279,162	1,163,713	.....
Total	27,025,259	24,719,033	2,306,226	.....

Increase or decrease in value of imports of certain articles—Continued.

Articles.	Year ending June 30—		Increase.	Decrease.
	1887.	1886.		
FREE OF DUTY—continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Coffee	56,347,600	42,672,937	13,674,663	.....
Fruits, including nuts, not elsewhere specified	4,767,659	3,924,804	842,855	.....
Hides and skins, other than fur skins:				
Goat skins	5,848,128	5,649,993	198,135	.....
All other	18,370,973	21,049,320	.....	2,678,347
India-rubber and gutta-percha, crude	13,756,783	11,888,192	1,868,591	.....
Paper stock, crude	4,540,598	5,194,951	.....	654,353
Seeds, not medicinal, not elsewhere specified	595,737	1,532,862	.....	937,125
Silk, unmanufactured	19,642,797	18,277,216	1,365,581	.....
Spices, unground	3,312,652	2,781,698	530,954	.....
Tea	16,771,802	16,020,383	751,419	.....
Tin, bars, block, or pigs, grain or granulated	6,927,696	5,873,752	1,053,944	.....
All other free articles	56,313,447	52,574,155	3,739,292	.....
Total free of duty	234,221,131	212,159,296	22,061,835	.....
DUTIABLE.				
Animals, not elsewhere specified:				
Cattle	979,696	600,134	379,562	.....
Horses	2,464,303	1,991,868	472,435	.....
Sheep	1,187,847	950,044	237,803	.....
All other	46,151	67,385	.....	21,234
Total	4,677,997	3,609,431	1,068,566	.....
Art-works, not elsewhere specified: Paintings, in oil or water colors, and statuary	2,332,436	946,958	1,385,478	.....
Breadstuffs:				
Barley	6,173,208	7,177,887	.....	1,004,679
All other	467,020	757,589	.....	290,569
Total	6,640,228	7,935,476	.....	1,295,248
Cotton, manufactures of	28,940,353	29,709,266	.....	768,913
Earthen, stone, and china ware	5,716,927	4,947,621	769,306	.....
Fancy articles	7,172,268	5,983,378	1,188,890	.....
Flax, hemp, jute, and other vegetable substances, and manufactures of:				
Unmanufactured—				
Flax	1,922,182	1,576,518	345,664	.....
Hemp, and all substitutes for hemp	4,041,522	3,817,376	224,146	.....
Jute	2,616,128	2,267,023	349,105	.....
Sisal grass, and other vegetable substances, not elsewhere specified	3,733,001	2,299,450	1,433,551	.....
Total	12,312,833	9,960,367	2,352,466	.....
Manufactures of	21,933,028	20,963,135	969,893	.....
Fruits, including nuts, not elsewhere specified:				
Lemons	3,835,147	2,608,819	1,226,328	.....
Prunes	2,999,648	2,026,595	973,053	.....
Raisins	2,281,981	2,885,123	.....	603,142
All other	6,724,051	5,872,918	851,133	.....
Total	15,840,827	13,393,455	2,447,372	.....

Increase or decrease in values of imports of certain articles—Continued.

Articles.	Year ending June 30— 1887.	1886.	Increase.	Decrease.
DUTIABLE—continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Glass and glassware	7,319,895	6,338,097	981,798	.....
Hops	3,404,669	444,989	2,959,680	.....
Iron and steel, and manufactures of:				
Ore, iron	2,118,357	1,306,033	812,324	.....
Pig-iron	6,528,795	4,056,521	2,472,274	.....
Scrap: Iron, wrought and cast	3,519,821	609,686	2,910,135	.....
Bars, railway: Of steel, or in part of steel	1,487,834	274,562	1,213,272	.....
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified	5,816,568	1,918,168	3,898,400	.....
Tin plates, terne plates, or taggers' tin	16,910,890	17,654,565	.....	743,675
Machinery	1,924,374	1,246,496	677,878	.....
All other	13,014,882	11,774,080	1,240,802	.....
Total, not including ore	49,203,164	37,534,078	11,669,086	.....
Jewelry, etc.: Precious stones not elsewhere specified, and imitations of, not set	10,557,557	7,934,265	2,623,292	.....
Leather, and manufactures of:				
Leather	6,449,675	7,518,522	.....	1,068,847
Manufactures of	4,750,270	4,332,186	418,084	.....
Seeds, not medicinal, not elsewhere specified	852,570	1,733,346	.....	880,776
Silk, manufactures of:				
Dress and piece goods	13,387,599	14,634,667	.....	1,247,068
All other	17,960,324	13,323,272	4,637,052	.....
Total	31,347,923	27,957,939	3,389,984	.....
Sugar, molasses, sugar candy, and confectionery	74,519,607	77,218,135	.....	2,698,528
Tobacco, and manufactures of:				
Leaf	8,704,950	7,830,007	874,943	.....
Manufactures of	3,471,513	3,382,081	89,432	.....
Wood, and manufactures of	9,498,173	8,704,836	793,337	.....
Wools, hair of the alpaca, goat, and other like animals, and manufactures of:				
Unmanufactured—				
Clothing wools	3,431,567	6,651,260	.....	3,219,693
Combing wools	2,528,560	1,608,764	919,796	.....
Carpet and other similar wools	10,464,352	8,486,057	1,978,295	.....
Total	16,424,479	16,746,081	.....	321,602
Manufactures—				
Dress goods, women's and children's	17,211,934	14,761,343	2,450,591	.....
Rags, shoddy, mungo, waste, and flocks	1,843,823	1,036,869	806,954	.....
Yarns	1,736,598	2,461,970	.....	725,372
All other	24,110,363	23,161,137	949,226	.....
Total	44,902,718	41,421,319	3,481,399	.....
All other articles	79,006,220	75,425,839	3,580,381	.....
Total dutiable	458,098,637	423,276,840	34,821,797	.....
Total imports of merchandise	692,319,768	635,436,136	56,883,632	.....

Increase or decrease in values of imports from certain countries.

Countries from which imported.	Year ending June 30—		Increase.	Decrease.
	1887.	1886.		
Europe:	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Great Britain and Ireland	165, 067, 443	154, 254, 054	10, 813, 389	.....
Germany	80, 647, 560	69, 154, 997	11, 492, 563	.....
France	68, 107, 624	63, 417, 430	4, 690, 194	.....
Italy	19, 387, 808	16, 870, 636	2, 517, 172	.....
Netherlands	9, 922, 913	8, 523, 846	1, 399, 067	.....
Austria-Hungary	8, 522, 088	6, 603, 058	1, 919, 030	.....
Belgium	8, 063, 648	9, 178, 513	.....	1, 114, 865
Spain	5, 570, 868	5, 930, 202	.....	359, 334
All other	25, 438, 050	23, 605, 729	1, 832, 321	.....
Total	390, 728, 002	357, 538, 465	33, 189, 537	.....
British North American Provinces	38, 015, 584	37, 496, 338	519, 246	.....
Mexico	14, 719, 840	10, 687, 972	4, 031, 868	.....
Central American States	7, 637, 651	5, 915, 413	1, 722, 238	.....
British Honduras	303, 283	270, 363	32, 920	.....
Miquelon, Langley, and St. Pierre Islands	70, 924	8, 284	62, 640	.....
West Indies:				
Spanish West Indies	54, 177, 124	55, 705, 324	.....	1, 528, 200
British West Indies	11, 569, 779	9, 853, 680	1, 716, 099	.....
Hayti and San Domingo	3, 132, 663	4, 260, 123	.....	1, 127, 460
All other	1, 163, 995	1, 234, 019	.....	70, 024
Total	70, 043, 561	71, 053, 146	.....	1, 009, 585
South America:				
Brazil	52, 953, 176	41, 907, 532	11, 045, 644	.....
Venezuela	8, 261, 236	5, 791, 621	2, 469, 615	.....
Argentine Republic	4, 100, 192	5, 022, 346	.....	922, 154
United States of Colombia	3, 950, 953	3, 008, 921	942, 032	.....
All other	10, 498, 634	10, 145, 005	353, 629	.....
Total	79, 764, 191	65, 875, 425	13, 888, 766	.....
Asia and Oceanica:				
China	19, 076, 780	18, 972, 963	103, 817	.....
British East Indies	18, 836, 090	17, 247, 825	1, 588, 265	.....
Japan	17, 114, 181	14, 885, 573	2, 228, 608	.....
Hawaiian Islands	9, 922, 075	9, 805, 707	116, 368	.....
Philippine Islands	8, 614, 830	9, 566, 912	.....	952, 082
British Possessions in Australasia	4, 411, 119	3, 859, 360	551, 759	.....
Turkey in Asia	3, 616, 306	3, 016, 867	599, 439	.....
Dutch East Indies	2, 978, 071	3, 175, 930	.....	197, 859
Hong-Kong	1, 436, 481	1, 072, 459	364, 022	.....
All other	154, 961	150, 292	4, 669	.....
Total	86, 160, 894	81, 753, 888	4, 407, 006	.....
Africa	3, 557, 449	3, 227, 932	329, 517	.....
All other countries	1, 318, 389	1, 608, 910	.....	290, 521
Total imports of merchandise	692, 319, 768	635, 436, 136	56, 883, 632	.....

IMPORTS OF MERCHANDISE BY PORTS.

The following table shows the value of merchandise imported into the principal and all other ports of the country during the year ending June 30, 1887:

Order.	Ports into which imported.	Imports.	Per cent.
		Dollars.	
1	New York, N. Y	456, 698, 631	65. 97
2	Boston, Mass	61, 018, 330	8. 81
3	San Francisco, Cal	40, 707, 708	5. 88
4	Philadelphia, Pa	39, 952, 349	5. 77
5	Baltimore, Md	12, 535, 920	1. 81
6	Chicago, Ill	11, 704, 472	1. 69
7	New Orleans, La	9, 652, 135	1. 39
	All other	60, 050, 223	8. 68
	Total	692, 319, 768	100. 00

IMPORTS OF MANUFACTURED AND UNMANUFACTURED ARTICLES.

The following table shows the values of the imports into the United States of manufactured and of crude or partially manufactured articles during the years indicated:

Year ending June 30—	Manufactured articles.		Crude or partially manufactured articles.		Total value of imports of merchandise.
	Dollars.	*Per cent.*	*Dollars.*	*Per cent.*	*Dollars.*
1860	261, 264, 310	73. 88	92, 351, 809	26. 12	353, 616, 119
1870	308, 363, 496	70. 74	127, 594, 912	29. 26	435, 958, 408
1880	423, 699, 010	63. 44	244, 255, 736	36. 56	667, 954, 746
1882	460, 194, 736	63. 51	264, 444, 838	36. 49	724, 639, 574
1883	464, 802, 515	64. 27	258, 378, 399	35. 73	723, 180, 914
1884	427, 210, 550	63. 98	240, 487, 143	36. 02	667, 697, 693
1885	345, 914, 067	59. 90	231, 613, 262	40. 10	577, 527, 329
1886	379, 987, 472	59. 80	255, 448, 664	40. 20	635, 436, 136
1887	412, 279, 077	59. 55	280, 040, 691	40. 45	692, 319, 768

For a full enumeration of the various articles and classes of articles included under each of the classes of the above table for 1887 and prior years see Appendix No. 18.

IMPORTS OF GOLD AND SILVER.

The following table shows the imports of gold and silver coin and bullion during the year ending June 30, 1887:

Countries and customs districts.	Gold.	Silver.	Total gold and silver.	Per cent.
COUNTRIES FROM WHICH IMPORTED.	*Dollars.*	*Dollars.*	*Dollars.*	
England	8, 709, 537	84, 518	8, 794, 055	14. 61
Germany	12, 744, 269	177, 855	12, 922, 124	21. 48
France	12, 433, 314	70, 139	12, 503, 453	20. 78
Other countries in Europe	302, 383	7, 212	309, 595	. 51
British North America	1, 624, 107	52, 301	1, 676, 408	2. 79

Countries and customs districts.	Gold.	Silver.	Total gold and silver.	Per cent.
COUNTRIES FROM WHICH IMPORTED—continued.	*Dollars.*	*Dollars.*	*Dolllars.*	
Mexico, Central American States, and British Honduras	834,912	14,281,206	15,116,118	25.12
West Indies	4,205,304	1,083,841	5,289,145	8.79
South America	434,219	582,644	1,016,863	1.69
Asia and Oceanica	1,603,819	875,188	2,479,007	4.12
Africa	13,605	9,096	22,701	.04
Other countries	5,132	36,191	41,323	.07
Total	42,910,601	17,260,191	60,170,792	100.00
CUSTOMS DISTRICTS INTO WHICH IMPORTED.				
New York, N. Y	38,840,061	2,398,153	41,238,214	68.54
Paso del Norte, Tex. and N. Mex	582,578	10,015,637	10,598,215	17.61
San Francisco, Cal	2,402,193	3,692,675	6,094,868	10.13
Corpus Christi, Tex	.....	698,904	698,904	1.16
Brazos de Santiago, Tex	.....	141,677	141,677	.23
New Orleans, La	60,050	192,391	252,441	.42
Boston and Charlestown, Mass	41,128	10,263	51,391	.08
Other customs districts	984,591	110,491	1,095,082	1.83
Total	42,910,601	17,260,191	60,170,792	100.00

IMPORTS ENTERED FOR CONSUMPTION AND DUTIES COLLECTED THEREON.*a*

The following table shows the values of imported merchandise entered for consumption, including entries for immediate consumption and withdrawals from warehouse for consumption, and the duties collected thereon, during the fiscal years 1884, 1885, 1886, and 1887:

	Year ending June 30—			
	1884.	1885.	1886.	1887.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
Free of duty	211,280,265	192,912,234	211,530,759	233,093,659
Dutiable	456,295,124	386,667,820	413,778,055	450,325,322
Total value	667,575,389	579,580,054	625,308,814	683,418,981
Total duty collected	190,282,836	178,151,601	189,410,448	214,222,310
Duty collected on free goods *b*	339,539	737,147	877,277	1,997,147
Duty collected on dutiable goods	189,943,297	177,414,454	188,533,171	212,225,163
Average ad valorem rates of duty on dutiable merchandise	*Per cent.* 41.702	*Per cent.* 46.074	*Per cent.* 45.80	*Per cent.* 47.10

a Imports for consumption embrace imported articles entered for immediate consumption and imported articles withdrawn from warehouse for consumption. *General imports* embrace imported articles entered at the custom-houses for immediate consumption and imported articles entered for warehouse. The general *imports* and the *imports entered for consumption* for any period will always differ to the extent that the value of entries *for warehouse* for the period differs from the value of *withdrawals from warehouse for consumption.* The term "entry for consumption" is the technical name of the entry of imports made at the custom-house, and does not imply that the goods are actually consumed, but simply that they have been delivered into the custody of the importer and that the duties have been paid on the dutiable portion. Portions of these goods may be subsequently exported.

b Principally duty equivalent to internal-revenue tax, payable when returned from abroad.

The amounts of revenue collected on dutiable merchandise entered for consumption from specific rates of duty and ad valorem rates of duty, respectively, during the years ending June 30, 1883 (the year prior to those affected by the tariff act of March 3, 1883, except with respect to sugar), 1886, and 1887, have been as follows:

Years.	Value of dutiable merchandise.	Ordinary duty collected.	Collected under specific rates.	Collected under ad valorem rates.
	Dollars.	*Dollars.*	*Per cent.*	*Per cent.*
1883	493, 916, 384	209, 659, 699	56	44
1886	413, 778, 055	188, 379, 397	60. 5	39. 5
1887	450, 325, 322	212, 032, 424	61. 3	38. 7

The total value of imported merchandise entered for consumption in the United States during the year ending June 30, 1887, was $683,-418,981, exceeding the total of 1886, viz, $625,308,814, by $58,110,167, or 9.3 per centum. Of the aggregate value, $233,093,659 represents the total value of merchandise free of duty, and $450,325,322 that of dutiable commodities, as against $211,530,759 and $413,778,055, respectively, in the preceding year.

The increase of $58,110,167 in the total value of imports entered for consumption is found principally in the following articles and classes of articles:

Articles.	1886.	1887.	Increase.
FREE OF DUTY.	*Dollars.*	*Dollars.*	*Dollars.*
Coffee	42, 675, 600	56, 360, 701	13, 685, 101
Tin, in bars	5, 873, 773	6, 927, 710	1, 053, 937
Ores (emery, gold, and silver)	1, 343, 294	3, 840, 925	2, 497, 631
DUTIABLE.			
Iron and steel, and manufactures of:			
Ores	1, 312, 322	2, 112, 128	799, 806
Pig iron	4, 041, 367	6, 510, 126	2, 468, 759
Scrap iron and steel	557, 402	3, 723, 471	3, 166, 069
Railroad bars, iron and steel	274, 878	1, 000, 329	725, 451
Bars, billets, etc., of steel	1, 859, 827	5, 529, 704	3, 669, 877
All other	30, 585, 981	31, 743, 228	1, 157, 247
Total	38, 631, 777	50, 618, 986	11, 987, 209
Wool, and manufactures of:			
Wools	13, 794, 213	16, 351, 370	2, 557, 157
Manufactures	40, 536, 509	44, 235, 244	3, 698, 735
Total	54, 330, 722	60, 586, 614	6, 255, 892
Silk, manufactures of	28, 055, 855	31, 264, 277	3, 208, 422
Jewelry and precious stones	8, 367, 838	10, 981, 192	2, 613, 354
Flax, hemp, jute, and manufactures of	31, 612, 641	33, 807, 283	2, 194, 642
Fruits and nuts	12, 973, 308	15, 088, 074	2, 114, 766

The increase in the value of coffee is caused rather by the enhanced price of this commodity than by increased consumption, the average import price having advanced from 7.5 cents per pound in 1886 to 10.7 cents per pound in 1887.

The increase in the amount of ordinary duty collected, from $188,379,397 in 1886 to $212,032,424 in 1887, viz., $23,653,027, originates in the following classes of articles:

Classes of articles.	Duty collected.		Increase.
	1886.	1887.	
	Dollars.	*Dollars.*	*Dollars.*
Sugar, sugar candy, and molasses	51,778,948	58,016,686	6,237,738
Iron and steel, and manufactures of	14,631,876	20,713,234	6,081,358
Wool, and manufactures of:			
Wools	5,126,108	5,899,817	773,709
Manufactures	27,278,528	29,729,717	2,451,189
Silk, manufactures of	13,938,097	15,540,301	1,602,204
Tobacco, and manufactures of	8,311,114	9,127,758	816,644
Glass and glassware	3,694,924	4,510,312	815,388
Fruits, including nuts	3,498,569	4,210,099	711,530
All other articles	60,121,233	64,284,500	4,163,267
Total	188,379,397	212,032,424	23,653,027

The increase in the value of, and duties collected on, imports entered for consumption seems to be about equally divided among the different groups of articles, classified according to the condition in which, and the uses for which, they were imported, viz:

Classes.	Percentage of totals.			
	Value.		Duty collected.	
	1887.	1886.	1887.	1886.
Articles of food, and animals	30.94	31.38	32.07	32.42
Articles in a crude condition which enter into the processes of domestic industry	24.28	23.04	9.23	6.83
Articles wholly or partially manufactured, for use as materials in the manufactures and mechanic arts	11.66	12.56	9.62	10.68
Articles manufactured, ready for consumption	19.90	20.19	29.19	29.54
Articles of voluntary use, luxuries, etc	13.22	12.83	19.89	20.53

The increase in the value of free articles of voluntary use, luxuries, etc., from $2,204,725 in 1886 to $3,805,306 in 1887, is due to the increased amount of domestic spirits brought back.

Comparing the statistics of the imported merchandise entered for consumption in 1887 with like data for the year ending June 30, 1882, the latest year prior to the effects of the tariff act of March 3, 1883, we find the following distinctive features:

	1882.		1887.	
	Total value.	Per cent. of total.	Total value.	Per cent. of total.
	Dollars.		*Dollars.*	
Free merchandise	210, 721, 981	29. 4	233, 093, 659	34. 1
Dutiable merchandise	505, 491, 967	70. 6	450, 325, 322	65. 9

The increase in the percentage of free goods entered for consumption is largely attributable to the transfer to the free list of certain fruits and unground spices, and the reduction of duty on certain other fruits, and on seeds and spices.

The average ad valorem rates of duty collected on the several articles of dutiable merchandise entered for consumption in 1882 and 1887, respectively, compare as follows:

Increase in ad valorem rates.

	1882.	1887.
	Per cent.	*Per cent.*
Sugar and molasses	52. 05	78. 15
Cotton, manufactures of	39. 08	40. 17
Glass and glassware	56. 94	59. 01
Tobacco, and manufactures of	73. 03	83. 32
Liquors:		
Malt liquors	44. 49	48. 47
Spirits, distilled	142. 79	154. 01
Wines	49. 82	54. 90
Salt	45. 82	49. 92

The increase in the average ad valorem rates of duty on sugar, molasses, malt liquors, spirits, and salt is mainly due to a decrease in the import prices of these articles, the rates of duty being specific, and in the case of tobacco and wines to increased tariff rates.

Decrease in ad valorem rates.

	1882.	1887.
	Per cent.	*Per cent.*
Wools, raw	37. 30	36. 08
Wool, manufactures of	68. 12	67. 21
Iron and steel, and manufactures of	44. 77	40. 92
Silk, manufactures of	59. 05	49. 71
Fruits and nuts	27. 90	24. 53
Buttons and button materials	28. 71	23. 79
Paper, and manufactures of	34. 69	21. 39
Musical instruments	30. 00	25. 00
Rice	98. 54	64. 01

The decrease, with the exception of that on rice, is largely the result of the reduction of rates made by the act of March 3, 1883, and in the case of rice is due to the increased percentage importation of granulated rice, the duty on which is only 20 per cent. ad valorem.

Imports entered for consumption during the year ending June 30, 1887, with accompanying diagram, showing the relative values of the respective classes of free and dutiable imports, and the relation of the duty collected on each class to its value.

Classes.	Dollars.	Per cent. of total.	Diagram. [Scale: 1 inch = $100,000,000.]
FREE OF DUTY.	*Value.*	*Value.*	
(A) Articles of food, and animals	99, 183, 773	14. 51	
(B) Articles in a crude condition which enter into the various processes of domestic industry	106, 389, 032	15. 57	
(C) Articles wholly or partially manufactured, for use as materials in the manufactures and mechanic arts	12, 149, 883	1. 78	
(D) Articles manufactured, ready for consumption	11, 565, 665	1. 69	
(E) Articles of voluntary use, luxuries, etc	3, 805, 306	. 56	
Total	233, 093, 659	34. 11	
DUTIABLE.			
(A) Articles of food, and animals	112, 273, 076	16. 43	
(B) Articles in a crude condition which enter into the various processes of domestic industry	59, 542, 660	8. 71	
(C) Articles wholly or partially manufactured, for use as materials in the manufactures and mechanic arts	67, 505, 441	9. 88	
(D) Articles manufactured, ready for consumption	124, 473, 106	18. 21	
(E) Articles of voluntary use, luxuries, etc	86, 531, 039	12. 66	
Total	450, 325, 322	65. 89	
DUTIABLE.	*Duty.*	*Duty.*	
(A) Articles of food, and animals	67, 998, 334	32. 07	
(B) Articles in a crude condition which enter into the various processes of domestic industry	19, 567, 903	9. 23	
(C) Articles wholly or partially manufactured, for use as materials in the manufactures and mechanic arts	20, 393, 493	9. 62	
(D) Articles manufactured, ready for consumption	61, 898, 366	29. 19	
(E) Articles of voluntary use, luxuries, etc	42, 174, 328	19. 89	
Total	212, 032, 424	100. 00	

Value of imported merchandise entered for consumption in the United States, with the amount of duty collected thereon added, for the year ending June 30, 1887.

Classes.	Values.	Per cent. of total value.	Duty collected.	Per cent. of total duty.	Total value and duty.
	Dollars.		*Dollars.*		*Dollars.*
(A) Articles of food, and animals	211,456,849	30.94	67,998,334	32.07	279,455,183
(B) Articles in a crude condition which enter into the various processes of domestic industry	165,931,692	24.28	19,567,903	9.23	185,499,595
(C) Articles wholly or partially manufactured, for use as materials in the manufactures and mechanic arts	79,655,324	11.66	20,393,493	9.62	100,048,817
(D) Articles manufactured, ready for consumption	136,038,771	19.90	61,898,366	29.19	197,937,137
(E) Articles of voluntary use, luxuries, etc	90,336,345	13.22	42,174,328	19.89	132,510,673
Total	683,418,981	100.00	212,032,424	100.00	895,451,405

This table does not show the cost of the imports landed on our shores. The cost of coverings, commissions, etc., excluded from the dutiable value of imports, by the act of March 3, 1883, also freight charges from the country of importation, are not included, the aggregate amount of which can not be reliably estimated.

LEADING ARTICLES OF IMPORTS ENTERED FOR CONSUMPTION, 1887.

The following table shows the values of the leading and all other articles of imported merchandise entered for consumption in the United States, including both entries for immediate consumption and withdrawals from warehouse for consumption, during the year ending June 30, 1887:

FREE OF DUTY.

Order.	Articles.	Values.
		Dollars.
1	Coffee	56,360,701.42
2	Chemicals, drugs, dyes, and medicines	27,025,787.62
3	Hides and skins, other than fur-skins	24,225,776.21
4	Silk, unmanufactured, cocoons, eggs, etc	19,640,397.00
5	Tea	16,373,422.66
6	India-rubber and gutta-percha, crude	13,762,627.00
7	Tin, bars, blocks, or pigs, grain or granulated	6,927,710.00
8	Fruits, including nuts	4,767,628.58
9	Paper stock, crude	4,538,719.21
10	Ores (emery, gold, and silver)	3,840,925.00
11	Wood, unmanufactured	3,550,191.83
12	Spices, unground	3,315,964.92
13	Animals	3,136,081.52
14	Household effects, etc., of immigrants	2,659,700.47
15	Furs and fur-skins, undressed	2,471,279.60

Leading articles of imports entered for consumption during the year ending June 30, 1887—Continued.

FREE OF DUTY—Continued.

Order.	Articles.	Values.
		Dollars.
16	Hair	2,404,423.00
17	Eggs	1,960,405.39
18	Fertilizers	1,773,367.98
19	Oils, fixed or expressed and volatile or essential	1,736,239.58
20	Cocoa, or cacao, crude, leaves and shells of	1,670,008.00
21	Cork wood, or cork bark, unmanufactured	1,239,247.00
22	Fish	1,098,561.82
23	Books and other printed matter	968,466.21
24	Farinaceous substances, and preparations of	721,984.16
25	Ivory, unmanufactured	631,031.00
26	Seeds	596,522.05
27	Cotton, unmanufactured	533,219.00
28	Platina or platinum	497,441.00
29	Art works, the production of American artists	495,936.50
30	Hide-cuttings, raw, and all glue stock	485,042.00
31	Plumbago	331,621.00
32	Diamonds, rough or uncut, dust and glaziers'	304,882.00
33	Tanning materials	292,090.00
34	Sausage skins	278,140.00
35	Bolting-cloths	271,693.00
36	Plants, trees, shrubs, and vines of all kinds, not elsewhere specified	254,472.45
37	Hoofs, horns, and parts of horns, unmanufactured, and horn strips and tips	235,249.50
38	Cabinets of coins, medals, and all other collections of antiquities	231,370.00
39	Feathers for beds and downs	204,961.55
40	Articles, the growth, production, etc., of the United States, exported and brought back	8,485,813.94
41	Articles from the Hawaiian Islands, free under reciprocity treaty	9,654,048.00
42	All other free articles	3,140,509.98
	Total free of duty	233,093,659.15

DUTIABLE.

Order.	Articles.	Values.	Ordinary duties collected.	Average ad valorem rates of duty.
1	Sugar, confectionery, and molasses:	*Dollars.*	*Dollars.*	*Per cent.*
	Molasses	5,336,729.63	1,496,863.32	28.05
	Sugar and confectionery	68,905,549.57	56,519,823.02	82.03
	Total	74,242,279.20	58,016,686.34	78.15
2	Wool, and manufactures of:			
	Wool, raw	16,351,369.97	5,899,816.63	36.08
	Manufactures of	44,235,243.64	29,729,717.50	67.21
	Total	60,586,613.61	35,629,534.13	58.81
3	Iron and steel, and manufactures of:			
	Iron ore	2,112,128.00	855 995.83	40.53
	Pig-iron	6,510,126.08	2,811,026.05	43 18
	Manufactures of	41,996,731.52	17,046,212.01	40.59
	Total	50,618,985.60	20,713,233.89	40.92

Leading articles of imports entered for consumption during the year ending June 30, 1887—Continued.

DUTIABLE—Continued.

Order.	Articles.	Values.	Ordinary duties collected.	Average ad valorem rates of duty.
4	Flax, hemp, jute, etc., and manufactures of:			
	Unmanufactured—	*Dollars.*	*Dollars.*	*Per cent.*
	Flax	1, 908, 845. 00	154, 508. 63	8. 09
	Hemp, jute, sisal grass, and other vegetable substances	9, 971, 276. 00	1, 775, 831. 39	17. 81
	Manufactures of	21, 927, 161. 55	7, 567, 641. 72	34. 52
	Total	33, 807, 282. 55	9, 497, 981. 74	28. 10
5	Silk, manufactures of	31, 264, 276. 58	15, 540, 300. 70	49. 71
6	Cotton, manufactures of	29, 150, 058. 83	11, 710, 719. 88	40. 17
7	Fruits, including nuts	15, 088, 073. 82	4, 210, 098. 64	27. 90
8	Chemicals, drugs, dyes, and medicines	13, 285, 225. 75	4, 654, 165. 24	35. 03
9	Jewelry and precious stones	10, 981, 191. 66	1, 162, 300. 19	10. 58
10	Tobacco, and manufactures of	10, 955, 125. 03	9, 127, 758. 26	83. 32
11	Leather, and manufactures of	10, 933, 569. 77	3, 286, 862. 17	30. 06
12	Liquors: Malt, spirituous, and wines—			
	Malt liquors	1, 267, 309. 25	614, 186. 73	48. 47
	Spirits, distilled	1, 909, 899. 96	2, 939, 923. 04	154. 01
	Wines	7, 013, 737. 19	3, 848, 133. 05	54. 90
	Total	10, 190, 946. 40	7, 402, 242. 82	72. 68
13	Wood, and manufactures of:			
	Unmanufactured	15, 087. 39	2, 977. 26	19. 73
	Manufactures of	8, 208, 416. 67	1, 500, 206. 83	18. 28
	Total	8, 223, 504. 06	1, 503, 184. 09	18. 28
14	Glass and glassware	7, 301, 339. 78	4, 510, 312. 48	59. 01
15	Fancy articles	7, 185, 998. 95	2, 949, 360. 14	41. 04
16	Breadstuffs	6, 386, 560. 72	1, 075, 811. 24	16. 84
17	Earthen, stone, and china ware	5, 708, 093. 40	3, 251, 881. 22	56. 97
18	Hats, bonnets, and hoods, and materials for	4, 902, 911. 07	1, 051, 609. 00	21. 44
19	Animals	4, 665, 066. 51	933, 013. 30	20. 00
20	Furs, and manufactures of	4, 545, 265. 24	926, 217. 73	20. 38
21	Buttons and button materials	3, 772, 927. 25	897, 645. 17	23. 79
22	Hops	3, 117, 662. 70	1, 329, 506. 31	42. 64
23	Metals, metal compositions, and manufactures of	2, 988, 882. 51	962, 785. 71	32. 21
24	Fish	2, 817, 351. 73	611, 937. 69	21. 72
25	Coal and coke	2, 811, 158. 31	683, 728. 46	24. 32
26	Books, maps, engravings, etchings, etc	2, 736, 137. 70	684, 004. 10	25. 00
27	Vegetables	2, 276, 304. 47	547, 509. 90	24. 05
28	Paper, and manufactures of	1, 985, 261. 36	424, 618. 27	21. 39
29	Art works: Paintings and statuary	1, 925, 905. 87	577, 771. 75	30. 00
30	Clocks and watches, and parts of	1, 882, 564. 05	489, 325. 83	25. 99
31	Provisions, comprising meat and dairy products	1, 759, 163. 45	429, 987. 42	24. 44
32	Musical instruments	1, 613, 883. 78	403, 470. 95	25. 00
33	Rice	1, 518, 766. 10	971, 454. 89	64. 01
34	Salt	1, 455, 385. 18	676, 865. 50	49. 92
35	Paints and colors	1, 220, 806. 26	399, 532. 98	32. 73
36	Bristles	1, 156, 435. 00	174, 423. 71	15. 08
37	Cement, Roman, Portland, and all other	1, 102, 532. 41	220, 506. 48	20. 00

Leading articles of imports entered for consumption during the year ending June 30, 1887—Continued.

DUTIABLE—Continued.

Order.	Articles.	Values.	Ordinary duties collected.	
		Dollars.	*Dollars.*	*Per cent.*
38	Oils, animal, mineral, and vegetable	1,067,145.98	269,926.60	25.31
39	Corsets and corset cloth	1,058,793.00	370,577.55	35.00
40	Marble and stone, and manufactures of	960,981.64	381,405.48	39.69
41	Matting and mats for floors	885,968.75	177,193.75	20.00
42	Seeds	846,580.84	172,437.68	20.36
43	Hay	791,686.75	157,444.53	18.89
44	Brushes	557,347.54	167,204.26	30.00
45	Paper pulp, dried, for paper-makers' use	497,275.45	49,727.34	10.00
46	Glue	479,756.00	95,951.20	20.00
47	Gold and silver, manufactures of	440,707.99	132,067.87	29.97
48	Soap	436,223.96	117,130.52	26.89
49	Gunpowder and all explosive substances	423,955.00	368,137.10	86.83
50	Brass, and manufactures of	405,755.81	170,937.70	42.13
51	Lead, and manufactures of	346,623.35	236,617.78	68.26
52	Grease	324,486.66	52,348.97	16.13
53	Copper:			
	Unmanufactured	212,646.00	105,887.20	49.80
	Manufactures of	111,099.60	23,069.88	44.14
	Total	323,745.60	128,957.08	48.68
54	Sponges	302,509.57	60,501.91	20.00
55	Clays and earths	286,768.24	89,884.18	31.34
56	Zinc, and manufactures of	286,156.65	140,318.54	49.03
57	India-rubber and gutta-percha, manufactures of	263,743.55	76,047.84	28.83
58	Carriages, and parts of	242,998.72	85,049.55	35.00
59	Corks, and cork bark, manufactured	209,531.58	52,382.90	25.00
60	Hair:			
	Unmanufactured	103,852.28	24,839.23	23.92
	Manufactures of	96,906.09	30,418.58	31.39
	Total	200,758.37	55,257.81	27.52
61	Mineral substances, not elsewhere specified	191,295.84	24,025.83	12.55
62	Saddlery, coach. and harness hardware, etc	184,258.83	64,490.58	35.00
63	Spices, ground	170,303.70	66,271.12	38.91
64	Chicory root, ground or unground, burnt or prepared	163,682.00	106,671.70	65.17
65	Ginger ale or ginger beer	153,376.54	30,675.30	20.00
66	Umbrellas, parasols, shades, and parts of	152,742.27	62,186.71	40.71
67	Cocoa, prepared, and cocoa butter	144,905.92	12,692.69	8.76
68	Inks of all kinds and ink powder	103,658.81	31,097.64	30.00
69	All other dutiable articles	1,258,096.98	388,455.87	30.88
	Total dutiable	450,325,321.55	212,032,423.90	47.10
	Total free of duty	233,093,659.15	.....	.....
	Additional and discriminating duty	.....	*a*2,189,885.75	.....
	Total	683,418,980.70	214,222,309.65	.....

a Of this amount $1,996,528.49 was duty equal to unpaid internal-revenue tax on domestic spirits and tobacco brought back.

LEADING CLASSES OF IMPORTS ON WHICH DUTY IS COLLECTED.

The following table shows the per cent. of the total duty collected each year from 1867 to 1887, inclusive, on the leading articles of dutiable imports. The duty collected on the eleven articles and classes of articles named in the table has varied during the period named from 68 per cent. to 81 per cent. of the total duty collected annually on all articles.

Sugar is the leading article from which our customs revenue is collected, followed by manufactures of wool, manufactures of iron and steel, manufactures of silk, and manufactures of cotton, in the order named.

Per cent. of total duty collected on the leading articles and classes of articles of imported merchandise entered for consumption each year ending June 30, from 1867 to 1887, inclusive:

Articles and classes of articles.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.
	P. ct.	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*
Sugar, confectionery, and molasses	19.35	21.74	19.93	21.23	16.10	16.07	17.33	21.72	24.04	28.86
Wool:										
Unmanufactured	1.16	1.00	1.12	1.16	1.90	3.69	4.24	2.78	2.35	1.92
Manufactures of	14.46	13.77	13.43	12.46	14.68	14.41	16.57	17.35	17.65	15.51
Iron and steel, and manufactures of	7.74	7.76	9.06	7.90	9.22	10.31	9.86	6.80	4.41	3.21
Flax, hemp, jute, etc.:										
Unmanufactured	.38	.36	.39	.37	.42	.42	.48	.41	.53	.73
Manufactures of	4.97	4.06	3.82	3.49	3.63	3.79	3.42	4.41	4.42	4.07
Silk, manufactures of	6.53	6.52	7.23	7.27	8.87	9.55	9.35	8.84	9.08	9.56
Cotton, manufactures of	5.68	4.81	4.65	4.80	5.32	5.79	6.25	5.63	5.85	5.50
Tobacco, and manufactures of	1.34	1.52	1.67	1.91	2.37	2.57	3.40	3.83	3.41	3.24
Liquors, spirituous and malt, and wines	4.28	4.08	4.24	4.35	4.38	4.34	5.07	5.33	4.86	4.47
Chemicals, drugs, dyes, and medicines	2.43	2.83	2.58	2.46	2.29	1.97	1.78	1.95	2.13	2.00
All other merchandise	31.68	31.55	31.88	32.60	30.82	27.09	22.25	20.95	21.27	20.93
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Per cent. of total duty collected on the leading articles and classes of articles of imported merchandise entered for consumption, etc.—Continued.

Articles and classes of articles.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
	P. ct.	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*	*P. ct.*
Sugar, confectionery, and molasses	28.88	30.47	30.20	23.10	24.76	22.77	21.92	25.71	29.29	27.34	27.36
Wool—											
Unmanufactured	2.07	2.13	1.47	4.04	2.51	1.46	1.51	2.37	1.78	2.76	2.78
Manufactures of	13.70	13.50	12.62	11.96	11.57	11.75	13.84	14.39	13.64	14.40	14.02
Iron and steel, and manufactures of	2.92	2.58	2.76	10.50	11.07	11.19	7.88	7.78	6.72	7.73	9.77
Flax, hemp, jute, etc.—											
Unmanufactured	.74	.65	.86	.77	.79	.77	.78	.88	1.09	.97	.91
Manufactures of	4.55	4.50	4.50	4.51	3.98	3.77	4.03	4.07	4.00	3.91	3.57
Silk, manufactures of	9.96	9.55	10.51	10.15	9.82	10.47	9.33	9.97	7.86	7.35	7.33
Cotton, manufactures of	5.10	5.10	4.93	5.46	5.58	5.66	5.81	6.03	6.14	6.21	5.52
Tobacco, and manufactures of	3.40	3.62	3.19	2.56	2.40	2.78	3.64	3.65	4.13	4.39	4.30
Liquors, spirituous and malt, and wines	4.58	4.16	4.10	3.45	3.52	3.32	4.39	3.29	4.02	3.80	3.49
Chemicals, drugs, dyes, and medicines	2.40	2.21	2.57	2.23	2.39	2.31	2.87	1.95	2.13	2.29	2.20
All other merchandise	21.70	21.53	22.29	21.27	21.61	23.75	24.00	19.91	19.20	18.85	18.75
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Duties collected at the principal ports.

The following table shows the total value of imported merchandise entered for consumption at the principal and all other ports of the United States, with the amounts of duty collected at each port, during the years ending June 30, 1886 and 1887:

Customs districts and ports.	1886.			1887.		
	Values.	Amount of duty collected.	Per cent. of total duty collected.	Values.	Amount of duty collected.	Per cent. of total duty collected.
	Dollars.	*Dollars.*		*Dollars.*	*Dollars.*	
New York, N. Y	412, 541, 583	130, 253, 615	68.77	450, 070, 946	144, 356, 282	67.39
Boston and Charlestown, Mass	57, 745, 323	20, 724, 833	10.94	61, 940, 909	22, 684, 804	10.59
Philadelphia, Pa	36, 548, 209	14, 438, 121	7.62	40, 293, 229	17, 668, 472	8.24
San Francisco, Cal	37, 674, 563	5, 791, 484	3.06	40, 330, 099	6, 601, 186	3.08
Chicago, Ill	10, 488, 945	4, 037, 293	2.12	12, 112, 275	4, 540, 931	2.12
Baltimore, Md	11, 675, 999	2, 512, 722	1.32	12, 292, 853	2, 975, 674	1.39
New Orleans, La	7, 448, 182	1, 300, 321	.69	9, 207, 421	2, 289, 843	1.07
All other ports	51, 186, 010	10, 352, 059	5.47	57, 171, 249	13, 105, 118	6.12
Total	625, 308, 814	189, 410, 448	100.00	683, 418, 981	214, 222, 310	100.00
Free of duty	211, 530, 759	877, 277	.....	233, 093, 659	1, 997, 147	.....
Dutiable	413, 778, 055	188, 533, 171	.....	450, 325, 322	212, 225, 163	.....

IN-TRANSIT AND TRANSSHIPMENT TRADE—1868 TO 1887.

The following table shows the values of merchandise received from foreign countries for immediate transit across United States territory or for immediate transshipment in ports of the United States to other foreign countries:

Year ending June 30—	Countries from which received.			Countries to which shipped.		
	British North American provinces.	Other countries.	Total.	British North American provinces.	Other countries.	Total.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1868	4, 864, 209	16, 651, 395	21, 515, 604	14, 375, 419	7, 140, 185	21, 515, 604
1869	5, 852, 678	15, 243, 306	21, 095, 984	15, 033, 821	6, 062, 163	21, 095, 984
1870	7, 215, 973	15, 975, 887	23, 191, 860	16, 689, 037	6, 502, 823	23, 191, 860
1871	7, 954, 060	17, 420, 977	25, 375, 037	18, 406, 475	6, 968, 562	25, 375, 037
1872	9, 276, 169	22, 109, 151	31, 385, 320	24, 042, 790	7, 342, 530	31, 385, 320
1873	13, 394, 693	26, 704, 492	40, 099, 185	26, 784, 184	13, 315, 001	40, 099, 185
1874	14, 163, 690	24, 686, 986	38, 850, 676	27, 310, 739	11, 539, 937	38, 850, 676
1875	18, 042, 577	22, 643, 706	40, 686, 283	29, 800, 295	10, 885, 988	40, 686, 283
1876	22, 591, 902	19, 470, 753	42, 062, 655	24, 419, 888	17,642, 767	42, 062, 655
1877	12, 471, 695	16, 785, 078	29, 256, 773	18, 977, 153	10, 279, 620	29, 256, 773
1878	12, 204, 058	15, 133, 090	27, 337, 148	12, 912, 685	14, 424, 463	27, 337, 148
1879	12, 081, 095	13, 014, 772	25, 095, 867	12, 889, 587	12, 206, 280	25, 095, 867
1880	17, 134, 717	16, 723, 032	33, 857, 749	17, 042, 103	16, 815, 646	33, 857, 749
1881	77, 002, 046	20, 702, 012	37, 704, 058	23, 356, 264	14, 347, 794	37, 704, 058
1882	28, 543, 178	29, 522, 281	58, 065, 459	37, 595, 484	20, 469, 975	58, 065, 459
1883	29, 802, 820	29, 075, 507	58, 878, 327	39, 312, 568	19, 565, 759	58, 878, 327
1884	13, 419, 227	23, 395, 165	36, 814, 392	22, 939, 385	13, 875, 007	36, 814, 392
1885	13, 523, 613	20, 911, 925	34, 435, 538	19, 700, 458	14, 735, 080	34, 435, 538
1886	10, 861, 020	26, 177, 244	37, 038, 264	20, 241, 079	16, 797, 185	37, 038, 264
1887	11, 504, 721	31, 261, 400	42, 766, 121	22, 187, 955	20, 578, 166	42, 766, 121

This traffic, although not considered a part of our import and export trade, forms a valuable feature of our carrying trade.

THE CARRYING TRADE IN UNITED STATES VESSELS AND ITS DECLINE.

The value of merchandise transported in the carrying trade of the United States during the year ending June 30, 1887, is shown as follows:

Carried in—	Imports.	Exports.			*a* In-transit and transshipment trade.	Total foreign commerce.	Per cent.
		Domestic.	Foreign.	Total.			
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
Cars and other land vehicles	27, 562, 059	18, 784, 852	2, 604, 814	21, 389, 666	18, 754, 082	67, 705, 807	4. 53
American vessels:							
Steam	60, 685, 426	33, 706, 531	1, 015, 158	34, 721, 689	17, 857, 694	113, 264, 809	7. 58
Sail	60, 680, 067	37, 461, 311	808, 253	38, 269, 564	351, 426	99, 301, 057	6. 65
Total	121, 365, 493	71, 167, 842	1, 823, 411	72, 991, 253	18, 209, 120	212, 565, 866	14. 23
Foreign vessels:							
Steam	476, 170, 712	493, 884, 766	7, 597, 930	501, 482, 696	47, 054, 686	1, 024, 708, 094	68. 59
Sail	67, 221, 504	119, 185, 463	1, 134, 133	120, 319, 596	1, 514, 354	189, 055, 454	12. 65
Total	543, 392, 216	612, 070, 229	8, 732, 063	621, 802, 292	48, 569, 040	1, 213, 763, 548	81. 24
Grand total	692, 319, 768	703, 022, 923	13, 160, 288	716, 183, 211	85, 532, 242	1, 494, 035, 221	100. 00

a Received and shipped.

Only 14 per cent. of our foreign trade, measured by its value, is carried in home vessels, while 81 per cent. is carried in foreign vessels. Only 7 per cent. of our foreign trade is conducted in steamers bearing our national flag, while 68 per cent. of that trade, with all its profits and the employment of capital and labor, is conducted in alien vessels. The constant and rapid decline of our share of the transportation of the commodities exchanged between this and foreign countries will be seen by reference to Appendix No. 19. There was a decline in the proportion of value of commodities carried in our own vessels from 75 per cent. in 1856 to 14 per cent. in 1887.

TONNAGE ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES.

The tonnage entered at ports of the United States in its foreign trade during the year ending June 30, 1887, as compared with 1886, was as follows:

	1886.		1887.		Increase+; decrease—.	
ENTERED AT SEA PORTS.						
American:	*Number.*	*Tons.*	*Number.*	*Tons.*	*Tons.*	*Per cent.*
Sail	3,570	1,467,224	3,541	1,470,489	+3,265	+0.2
Steam	1,744	1,294,571	1,765	1,400,447	+105,876	+8.2
Total	5,314	2,761,795	5,306	2,870,936	+109,141	+3.9
Foreign:						
Sail	8,101	3,585,655	8,232	3,829,590	+243,935	+6.8
Steam	3,691	5,882,349	4,460	6,831,189	+948,840	+16.1
Total	11,792	9,468,004	12,692	10,660,779	+1,192,775	+12.6
Total entered at sea ports	17,106	12,229,799	17,998	13,531,715	+1,301,916	+10.6
ENTERED AT LAKE PORTS.						
American	4,043	469,778	4,190	494,580	+24,802	+5.3
Foreign	9,302	2,436,039	8,650	1,789,988	—646,051	—26.5
Total entered at lake ports	13,345	2,905,817	12,840	2,284,568	—621,249	—21.4

The tonnage entered at the principal ports of the United States in the foreign trade during the fiscal year 1887 was as follows:

Ports.	American.	Foreign.	Total.	Per cent. of total.
New York, N. Y	987,677	5,099,433	6,087,110	38.49
Boston, Mass	252,035	1,030,124	1,282,159	8.11
San Francisco, Cal	469,026	496,028	965,054	6.10
Philadelphia, Pa	186,857	1,103,905	1,290,762	8.16
Baltimore, Md	56,420	636,342	692,762	4.39
New Orleans, La	64,697	655,707	720,404	4.55
Lake ports	494,580	1,789,988	2,284,568	14.44
All other ports	854,224	1,639,240	2,493,464	15.76
Total	3,365,516	12,450,767	15,816,283	100.00

The proportion of American and foreign vessels entered during the last two years has remained the same, the foreign tonnage representing 78.6 per cent. in 1886 and 78.8 per cent. in 1887 of the total tonnage entered in the foreign trade.

While the tonnage entered at sea ports shows an increase of 1,301,916 tons, or 10.6 per cent., the American tonnage entered at lake ports increased 5.3 per cent., but the British tonnage decreased 26.5 per cent., being a net decline of 21.4 per cent. in the tonnage entered at lake ports.

IMMIGRATION.

The total number of immigrants arrived in the United States from foreign countries other than the Dominion of Canada and Mexico during the year ending June 30, 1887, was 490,106 against 334,203 during the preceding fiscal year, being an increase of 155,906, or 46.6 per cent.

Of the total number of immigrants arrived more than 93 per cent. came from countries in Europe. As will be seen from the following table, each foreign country, with the exception of China, had its share in the increased emigration to the United States. The arrivals of immigants of the several nationalities show an increase in 1887, as compared with the arrivals in 1886, as follows:

Increase.

	Per cent.
Italy	123.2
Scandinavia	44.7
United Kingdom	43.7
Germany	26.6
Other Europe	53.7

The most striking feature of this table is the information that the immigration from Italy has increased from 21,295 in 1886 to 47,532 in 1887, an increase of 123.2 per cent. in a single year.

Tables Nos. 21 and 22 of the Appendix furnish interesting data of the immigration for a series of years.

The following table shows the number and nationalities of immigrants arrived in the United States during the last fiscal year as compared with the fiscal year 1886:

[Immigrants from the Dominion of Canada and Mexico are not included.]

Country of last permanent residence or citizenship.	Year ending June 30—		Increase.	Decrease.
	1887.	1886.		
England	72,855	49,767	23,088	.....
Ireland	68,370	49,619	18,751	.....
Scotland	18,699	12,126	6,573	.....
Great Britain, other	1,824	1,036	788	.....
Total United Kingdom	161,748	112,548	49,200	.....
Germany	106,865	84,403	22,462	.....
Sweden	42,836	27,751	15,085	.....
Norway	16,269	12,759	3,510	.....
Denmark	8,524	6,225	2,299	.....
Switzerland	5,214	4,805	409	.....
France	5,034	3,318	1,716	.....
Italy	47,532	21,295	26,237	.....
Other Europe	87,431	55,424	32,007	.....
China	10	40	.....	30
All other countries	8,646	5,635	3,011	.....
Total	490,109	334,203	155,906	.....

Number of immigrants arrived in the principal and all other customs districts of the United States during the years ending June 30, 1887 *and* 1886, *respectively.*

Customs district in which arrived.	Year ending June 30—		Increase.	Decrease.
	1887.	1886.		
New York, N. Y	376,005	266,370	109,635	.....
Boston and Charlestown, Mass	36,209	25,046	11,163	.....
Baltimore, Md	36,098	13,500	22,598	.....
Philadelphia, Pa	31,048	20,822	10,226	.....
San Francisco, Cal	1,726	1,428	298	.....
Portland and Falmouth, Me	1,076	1,658	.....	582
New Orleans, La	2,031	1,648	383	.....
Galveston, Tex	462	560	.....	98
All other districts	5,454	3,171	2,283	.....
Total	490,109	334,203	155,906	.....

DEFECTS IN STATISTICAL LAWS.

In my Annual Reports on Foreign Commerce for the fiscal years 1885 and 1886 I called attention to the defects in the statistical laws in the following language:

This Bureau, under my direction, is earnestly striving to collect as fully as possible the statistics of our foreign commerce, but the law under which it is operating was passed in 1821, when our foreign commerce in merchandise amounted to only $109,017,157, and at a period anterior to the introduction of steam as a motive power for vessels or land vehicles. This law has remained on the statute-books substantially as it was passed in 1821, when there was little or no traffic across our land front-

iers, and provides no means by which collectors or other agents of the Government, through whom our statistics are collected, can procure data in regard to—

(1) Exports of domestic commodities from the country by railway cars or other land vehicles.

(2) Of immigrants and passengers arriving in the country by railway cars or other land vehicles.

(3) Of emigrants and passengers leaving the country either by land conveyance or by water.

(4) Of the movement of commodities and vessels in our coastwise trade.

(5) Of the products of our marine fisheries brought into ports of the United States, except such products as are brought from the distant whale fisheries.

With respect to exports, the law in question provides only the means of collecting the statistics of exports to foreign countries in vessels, and a later enactment provides for the collection of statistics of immigrants arriving from foreign countries in vessels alone.

No statistics of exports by railways are now procured except from the officers of a few railway companies. The officers of companies of railroads leading into Mexico, and of several important routes leading into Canada utterly refuse to give collectors of customs any data in regard to the exports over their roads, claiming that they are not required by law to do so.

Full and correct statistics of our trade with Canada and with Mexico are especially important at this time, when our trade interests with those countries are the frequent subject of legislation or negotiation.

Experience has deepened my convictions in regard to the necessity for some legislation on the subject, and I therefore earnestly renew my recommendations as above set forth. A bill was drafted and submitted through you to the last Congress, which embodies my views on this subject.

FORCE OF THE BUREAU OF STATISTICS, AND ORGANIZATION.

The organization of this Bureau and the force thereof are as follows:

	Males.	Females.	Total.
Chief of Bureau	1	.....	1
Chief clerk	1	.....	1
Division of examination and revision	4	1	5
Division of compilation	13	4	17
Miscellaneous division	2	2	4
Library and files	.....	2	2
Stenographer and type-writer to Chief of Bureau	.....	1	1
Stenographer and clerk to chief clerk	1	.....	1
Total clerical force	20	10	30
Laborers and messengers	3	1	4
Total employés	23	11	34

The present force of the Bureau has been barely sufficient to perform the general duties imposed upon it, and the clerks available for difficult statistical work have been overtasked. While the duties of the Bureau are, by earnest and unremitting effort, performed with reasonable promptitude and thoroughness, it is very desirable that the useful-

ness of the Bureau be increased by enlarging the scope of the work performed by it in the direction of the investigation and publication of statistics in regard to special lines of commerce, similar to the investigation and report on Wool and Manufactures of, recently prepared and published under my direction. In order to do this no amendment is required to existing laws, but it is necessary that the force for the purpose be increased in number and efficiency.

With the progress of our country in commerce and intelligence there is an increasing and wider demand, not only for commercial information but for more elaborate and complete data than were called for in past years. In order to keep pace with the rapidly growing demands made by the various departments of the Government and by the public upon this office for information which is peculiar to its objects and duties, it is absolutely necessary for this office to have an increase of force, as the preparation of such information requires ability and peculiar fitness for statistical work. I therefore earnestly recommend that Congress be asked to make an appropriation for two chiefs of division at a salary of $2,000 each, for the following reasons:

(1) This is the only bureau of the Treasury Department which has no chiefs of division with salaries over $1,800. A provision for the two chiefs of division asked for will place this Bureau on a plane with other bureaus of the Department, all of which have a larger proportion of chiefs of division with salaries of $2,000 and upwards than is here recommended.

(2) Because the duties of the chiefs of the principal divisions of this office are arduous and require for their proper performance ability of as high an order, at least, as is required for the average duties of chiefs of divisions in other offices of the Department receiving salaries ranging from $2,000 to $2,250 per annum.

It affords me pleasure to acknowledge the cordial and earnest co-operation which the clerks of this Bureau have accorded me in the performance of the duties, responsible and rapidly increasing, imposed upon me by law, and logically growing out of the functions of the office—an office which I have earnestly endeavored to conduct in such manner as to increase its usefulness and importance by promoting the best interests of the people.

Respectfully, yours,

Wm. F. Switzler.

Chief of Bureau.

Hon. C. S. FAIRCHILD,
Secretary of the Treasury.

APPENDIX

TO

REPORT ON FOREIGN COMMERCE.

No. 1.—*Value of imports of merchandise into the principal and all other ports of the United States, from* 1860 *to* 1887, *inclusive.*

Year ending June 30—	Baltimore, Md.	Boston and Charlestown, Mass.	Charleston, S. C.	Galveston, Tex.	New Orleans, La.	New York, N. Y.	Norfolk and Portsmouth, Va.	Philadelphia, Pa.	Portland and Falmouth, Me.	San Francisco, Cal.	Savannah, Ga.	All other ports.	Total.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1860	9, 781, 205	39, 333, 684	1, 569, 570	533, 153	20, 636, 316	231, 310, 086	201, 460	14, 611, 934	1, 252, 179	7, 367, 016	782, 061	26, 237, 455	353, 616, 119
1861	9, 412, 898	35, 883, 012	806, 480	175, 222	9, 501, 020	188, 790, 086	15, 057	12, 615, 408	1, 409, 112	7, 215, 022	148, 128	23, 279, 097	289, 250, 542
1862	3, 695, 082	22, 106, 451	.....	.....	.....	130, 525, 949	.....	5, 812, 182	3, 721, 426	5, 774, 729	.....	17, 720, 858	189, 356, 677
1863	4, 483, 593	26, 999, 283	.....	.....	1, 397, 457	175, 522, 885	.....	7, 317, 520	3, 528, 542	7, 925, 720	.....	16, 160, 815	243, 335, 815
1864	5, 835, 341	30, 189, 931	.....	.....	1, 451, 009	227, 407, 442	.....	9, 050, 236	3, 095, 676	10, 849, 153	.....	28, 568, 495	316, 447, 283
1865	4, 816, 454	24, 389, 735	.....	.....	1, 463, 965	152, 248, 978	.....	7, 037, 876	2, 063, 182	15, 802, 226	.....	30, 923, 164	238, 745, 580
1866*	8, 155, 991	42, 650, 884	587, 260	111, 357	8, 710, 220	302, 505, 719	61, 626	13, 167, 536	2, 518, 033	15, 568, 416	334, 596	51, 140, 520	445, 512, 158
1867*	12, 209, 509	45, 280, 555	661, 966	571, 757	11, 142, 249	277, 469, 510	19, 886	15, 349, 480	4, 086, 299	18, 064, 911	257, 512	32, 717, 937	417, 831, 571
1868	12, 929, 349	36, 942, 341	497, 300	579, 966	10, 732, 697	236, 791, 028	15, 740	14, 445, 205	3, 291, 043	15, 685, 337	474, 078	25, 052, 356	357, 436, 440
1869	15, 863, 032	44, 583, 822	401, 244	266, 517	11, 064, 200	282, 060, 008	205, 591	15, 882, 188	2, 923, 216	15, 117, 604	748, 977	28, 389, 980	417, 506, 379
1870	19, 512, 468	47, 484, 060	505, 699	509, 231	14, 377, 471	281, 048, 813	14, 451	14, 483, 211	2, 922, 164	15, 982, 549	1, 001, 917	38, 116, 374	435, 958, 408
1871	24, 672, 871	53, 613, 754	621, 559	1, 255, 003	18, 421, 796	348, 755, 769	94, 091	17, 728, 006	2, 129, 469	15, 978, 295	1, 090, 717	35, 862, 354	520, 223, 684
1872	28, 834, 566	70, 275, 066	740, 976	1, 741, 000	18, 433, 285	416, 162, 512	290, 128	20, 383, 832	2, 467, 550	27, 222, 270	627, 410	39, 416, 482	626, 595, 077
1873	29, 251, 444	67, 969, 345	746, 139	2, 426, 626	19, 867, 501	418, 709, 493	146, 367	25, 393, 061	2, 955, 691	32, 679, 791	820, 258	41, 170, 494	642, 136, 210
1874	29, 283, 894	52, 059, 729	803, 575	1, 419, 955	14, 424, 248	376, 732, 380	80, 381	26, 446, 037	2, 727, 593	26, 735, 461	741, 333	35, 951, 756	567, 406, 342
1875	27, 787, 451	51, 908, 587	680, 343	1, 216, 265	12, 320, 822	357, 136, 893	18, 929	24, 094, 323	1, 782, 987	24, 677, 243	755, 901	30, 625, 692	533, 005, 436
1876	22, 305, 346	37, 222, 890	455, 562	1, 332, 940	11, 216, 572	303, 466, 910	21, 415	22, 471, 367	1, 178, 423	28, 435, 128	490, 771	32, 143, 866	460, 741, 190
1877	22, 322, 544	42, 218, 338	148, 693	1, 411, 594	9, 320, 606	298, 261, 378	8, 973	19, 673, 874	1, 729, 271	29, 646, 823	521, 342	26, 053, 690	451, 323, 126
1878	16, 899, 855	40, 268, 023	134, 564	1, 078, 368	10, 921, 412	292, 797, 559	33, 011	19, 333, 496	833, 981	26, 575, 610	494, 882	27, 680, 761	437, 051, 532
1879	14, 017, 604	40, 448, 791	131, 185	856, 089	6, 902, 021	302, 349, 053	33, 814	24, 377, 271	755, 868	29, 111, 744	428, 519	26, 365, 816	445, 777, 775
1880	19, 945, 989	68, 503, 136	202, 790	1, 094, 514	10, 611, 353	459, 937, 153	47, 057	35, 944, 500	1, 391, 086	35, 221, 751	483, 802	34, 671, 615	657, 954, 746
1881	16, 189, 816	61, 960, 103	440, 240	3, 101, 324	12, 213, 920	435, 450, 905	113, 688	32, 583, 106	1, 809, 212	37, 943, 695	876, 092	39, 982, 527	642, 664, 628
1882	14, 938, 258	69, 594, 057	577, 148	3, 022, 274	12, 133, 291	493, 060, 891	369, 096	34, 136, 579	2, 453, 394	41, 001, 636	847, 694	52, 505, 256	724, 639, 574
1883	14, 599, 179	72, 552, 075	498, 891	1, 511, 712	9, 596, 762	496, 005, 276	186, 355	33, 738, 556	2, 486, 359	45, 702, 530	483, 281	45, 819, 938	723, 180, 914
1884	11, 423, 665	65, 865, 551	462, 949	1, 119, 708	10, 784, 561	465, 119, 630	223, 626	33, 657, 216	2, 403, 509	35, 857, 698	652, 360	40, 127, 220	667, 697, 693
1885	11, 849, 696	53, 445, 929	446, 901	1, 157, 370	8, 688, 552	380, 077, 748	130, 214	29, 919, 019	1, 297, 080	35, 040, 350	652, 625	54, 821, 845	577, 527, 329
1886	11, 696, 944	58, 430, 707	721, 581	757, 133	8, 115, 171	419, 338, 932	124, 717	36, 561, 313	1, 907, 644	37, 142, 117	426, 353	60, 313, 524	635, 436, 136
1887	12, 535, 920	61, 018, 330	553, 203	705, 309	9, 652, 135	456, 698, 631	99, 956	39, 952, 349	2, 002, 388	40, 707, 708	201, 765	68, 192, 074	692, 319, 768

* Includes specie.

No. 2.—*Value of exports of domestic merchandise from the principal and all other ports of the United States, from* 1860 *to* 1887, *inclusive.*

[Mixed gold and currency values.]

Year ending June 30—	Baltimore, Md.	Boston and Charlestown, Mass.	Charleston, S. C.	Galveston, Tex.	New Orleans, La.	New York, N. Y.	Norfolk and Portsmouth, Va.	Philadelphia, Pa.	Portland and Falmouth, Me.	San Francisco, Cal.	Savannah, Ga.	All other ports.	Total.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1860	8, 802, 406	11, 200, 790	21, 179, 350	5, 772, 158	107, 559, 594	70, 292, 018	479, 885	5, 441, 455	1, 946, 718	3, 649, 277	18, 351, 554	61, 567, 218	316, 242, 423
1861	12, 946, 385	12, 261, 436	5, 450, 018	1, 121, 292	6, 823, 357	118, 267, 177	253, 894	9, 804, 931	2, 708, 163	6, 532, 890	267, 096	28, 462, 977	204, 899, 616
1862	8, 371, 303	11, 591, 625	.....	.....	.....	127, 651, 778	.....	11, 023, 630	2, 571, 326	6, 433, 629	.....	14, 201, 577	182, 024, 868
1863	10, 992, 871	15, 994, 127	.....	.....	5, 208, 425	175, 903, 098	.....	12, 171, 097	4, 181, 486	7, 355, 454	.....	18, 084, 878	249, 891, 436
1864	8, 711, 755	14, 489, 960	.....	.....	3, 993, 882	155, 626, 705	.....	9, 880, 060	2, 808, 232	7, 263, 287	.....	16, 787, 756	219, 561, 637
1865	11, 794, 546	17, 771, 282	.....	.....	3, 131, 495	181, 646, 518	7, 906	10, 978, 603	5, 940, 564	7, 983, 468	.....	19, 870, 681	259, 125, 063
1866	10, 804, 012	18, 205, 065	9, 624, 229	1, 288, 926	96, 765, 083	264. 510, 247	246, 112	17, 132, 881	2, 809, 571	27, 226, 419	17, 924, 912	84, 146, 820	550, 684, 277
1867	10, 964, 409	16, 496, 679	11, 785, 918	6, 979, 796	82, 297, 968	170, 465, 028	2, 013, 960	16, 535, 807	1, 582, 701	11, 555, 241	16, 668, 684	38, 399, 841	385, 746, 032
1868	13, 813, 084	14, 944, 806	9, 913, 776	5, 829, 110	58, 303, 242	166, 162, 651	1, 719, 094	14, 339, 754	2, 410, 877	13, 558, 680	24, 646, 219	44, 914, 445	370, 555, 738
1869	13, 651, 335	13, 118, 827	7, 421, 188	9, 616, 153	75, 070, 775	158, 768, 835	1, 371, 796	14, 527, 959	2, 369, 164	12, 273, 700	21, 057, 728	41, 797, 689	371, 045, 149
1870	14, 310, 508	12, 241, 261	10, 772, 071	14, 869, 601	107, 367, 676	187, 092, 158	1, 307, 440	16, 896, 072	1, 488, 189	13, 385, 991	29, 749, 058	45, 728, 310	455, 208, 341
1871	15,008, 305	11, 974, 229	12, 387, 524	13, 764, 384	93, 759, 421	213, 298, 365	628, 048	17, 776, 027	2, 972, 401	12, 494, 102	32, 857, 902	51, 194, 584	478, 115, 292
1872	18, 321, 121	20, 907, 869	10, 933, 430	12, 211, 774	89, 470, 542	218, 222, 734	888, 037	20, 954, 775	3, 512, 986	9, 685, 388	28, 246, 607	43, 066, 215	476, 421, 478
1873	19, 335, 978	26, 823, 175	14, 200, 041	17, 629, 633	104, 260, 571	258, 113, 548	1, 235, 068	24, 174, 757	3, 114, 368	24, 225, 520	32, 675, 500	49, 438, 858	575, 227, 017
1874	27, 485, 379	28, 326, 612	17, 900, 146	19, 135, 951	92, 984, 936	293, 926, 705	1, 831, 036	33, 065, 405	3, 581, 502	24, 415, 007	30, 213, 476	60, 473, 213	633, 339, 368
1875	27, 437, 757	29, 163, 829	19, 655, 966	15, 869, 132	71, 418, 662	253, 478, 584	5, 243, 986	28, 432, 974	3, 119, 923	23, 266, 395	29, 666, 666	52, 483, 764	559, 237, 638
1876	31, 206, 807	36, 032, 892	18, 088, 152	15, 245, 041	83, 823, 693	253, 115, 994	7, 053, 841	40, 244, 075	4, 287, 219	22, 478, 350	22, 681, 753	60, 659, 898	594, 917, 715
1877	39, 141, 274	42, 747, 795	19, 945, 536	15, 160, 394	70, 182, 143	274, 120, 814	6, 716, 338	45, 483, 046	3, 703, 950	28, 927, 528	16, 199, 441	70, 652, 595	632, 980, 854
1878	45, 492, 527	46, 542, 044	17, 727, 783	12, 177, 540	85, 368, 466	327, 226, 478	8, 693, 680	44, 508, 089	3, 347, 866	20, 937, 040	18, 544, 963	65, 183, 454	695, 749, 930
1879	57, 474, 495	48, 100, 019	19, 607, 897	16, 393, 877	63, 782, 426	327, 796, 819	9, 830, 352	47, 013, 751	2, 246, 386	30, 280, 402	21, 527, 235	55, 485, 083	699, 538, 742
1880	76, 220, 870	58, 023, 587	19, 590, 627	16, 712, 861	90, 238, 503	385, 506, 602	14, 065, 455	49, 612, 195	3, 569, 351	31, 845, 712	23, 992, 364	54, 568, 226	823, 946, 353
1881	72, 444, 413	72, 100, 193	26, 498, 825	26, 685, 248	103, 530, 548	393, 658, 208	17, 864, 770	44, 147, 296	3, 929, 371	34, 412, 580	27, 575, 161	61, 079, 334	883, 925, 947
1882	39, 412, 642	61, 614, 526	19, 475, 433	15, 515, 094	70, 680, 176	332, 102, 136	17, 730, 532	37, 957, 661	2, 323, 577	52, 772, 340	19, 745, 658	63, 909, 957	733, 239, 732
1883	54, 956, 050	61, 273, 101	22, 573, 167	29, 627, 898	94, 838, 634	347, 308, 334	18, 445, 548	38, 132, 145	2, 847, 557	44, 139, 303	22, 813, 347	67, 241, 548	804, 223, 632
1884	43, 064, 217	62, 528, 000	16, 231, 892	20, 433, 878	81, 630, 030	320, 016, 246	12, 353, 256	36, 467, 799	7, 015, 221	36, 194, 488	19, 947, 349	69, 082, 476	724, 964, 852
1885	45, 041, 634	61, 378, 633	18, 882, 566	12, 678, 433	78, 402, 154	334, 718, 227	14, 797, 181	38, 642, 516	3, 883, 624	37, 082, 520	20, 871, 446	60, 304, 012	726, 682, 946
1886	35, 844, 829	53, 428, 513	17, 629, 902	16, 960, 514	81, 523, 779	304, 496, 611	11, 656, 137	33, 719, 861	2, 637, 121	29, 564, 561	20, 304, 812	58, 147, 889	665, 964, 529
1887	51, 601, 118	57, 775, 156	14, 625, 218	18, 899, 665	79, 050, 983	306, 842, 375	15, 310, 247	35, 361, 876	1, 831, 267	32, 027, 995	23, 783, 313	65, 913, 710	703, 022, 923

No. 3.—*Value of exports of foreign merchandise from the principal and all other ports of the United States, from* 1860 *to* 1887, *inclusive.*

Year ending June 30—	Baltimore, Md.	Boston and Charlestown, Mass.	Charleston, S. C.	Galveston, Tex.	Huron, Mich.	New Orleans, La.	New York, N. Y.	Norfolk and Portsmouth, Va.	Philadelphia, Pa.	San Francisco, Cal.	Savannah, Ga.	All other districts.	Total.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1860	137,694	1,547,155	11,614	.....	.....	605,218	9,755,960	.....	85,512	1,218,813	.....	3,971,668	17,333,634
1861	290,718	2,326,188	.....	.....	.....	88,564	8,408,018	.....	110,027	826,282	.....	2,604,420	14,654,217
1862	90,566	1,326,906	.....	.....	.....	.....	6,164,414	.....	27,489	701,222	.....	2,715,880	11,026,477
1863	1,075,201	1,702,335	.....	.....	.....	529,900	10,963,293	.....	32,478	1,013,081	.....	2,644,247	17,960,535
1864	939,050	1,299,754	.....	.....	.....	284,588	9,173,453	.....	46,602	999,259	.....	2,591,255	15,333,961
1865	346,491	2,090,899	.....	.....	.....	450,417	20,862,523	.....	74,862	2,004,048	.....	3,259,815	29,089,055
1866*a*	103,071	892,787	286	.....	.....	210,144	7,453,845	.....	59,871	2,886,893	9,207	3,126,013	14,742,117
1867*a*	128,530	2,019,191	2,366	37,676	.....	586,081	11,255,211	.....	137,004	1,599,946	10,736	4,854,767	20,611,508
1868	165,134	1,665,054	3,030	93,190	.....	520,276	8,574,975	32,220	34,024	675,800	1,937	797,359	12,562,999
1869	240,550	1,262,251	922	24,959	.....	313,855	7,167,373	.....	20,753	662,058	5,970	1,252,309	10,951,000
1870	200,225	1,885,162	8,646	4,131	.....	219,276	9,522,588	.....	31,538	605,790	.....	3,672,939	16,155,295
1871	86,373	1,450,398	.....	22,866	840	262,158	9,412,124	.....	17,256	539,126	79,140	2,550,989	14,421,270
1872	124,212	1,736,514	119	159	22,340	486,043	10,287,917	.....	33,874	504,686	4,064	2,490,527	15,690,455
1873	77,546	2,333,054	150	86,876	111,462	290,263	11,415,751	20,141	36,232	776,711	.....	2,298,297	17,446,483
1874	179,598	2,275,023	.....	57,091	430,780	290,905	10,707,633	.....	22,432	669,753	355	2,216,049	16,849,619
1875	100,165	1,678,868	.....	135,804	303,472	152,710	8,954,641	.....	23,635	803,762	.....	2,005,554	14,158,611
1876	176,763	1,214,244	.....	131,178	507,873	333,974	9,735,585	.....	37,719	812,591	559	1,851,938	14,802,424
1877	67,984	1,327,401	3,140	82,692	441,498	190,061	8,096,565	.....	471,270	863,065	6,265	1,255,055	12,804,996
1878	138,543	1,426,426	.....	70,939	345,221	221,567	9,267,199	.....	44,755	854,319	483	1,787,046	14,156,498
1879	82,446	1,093,645	.....	58,184	103,580	125,187	8,073,476	.....	64,951	1,078,900	.....	1,418,282	12,098,651
1880	25,000	1,214,754	500	37,028	469,082	203,516	7,053,488	.....	37,498	513,217	.....	2,138,222	11,692,305
1881	27,280	1,333,484	.....	81,859	531,243	213,438	13,522,816	16	82,409	684,276	.....	1,974,578	18,451,399
1882	15,594	856,900	28,039	8,294	300,705	278,555	12,401,639	.....	173,597	704,016	231	2,534,955	17,302,525
1883	47,301	1,083,648	60	1,149	814,068	268,680	14,117,027	.....	15,599	820,117	.....	2,448,121	19,615,770
1884	15,077	969,829	175	21,070	1,305,823	238,199	9,867,021	.....	24,769	856,110	.....	2,250,684	15,548,757
1885	11,270	621,470	.....	721	775,166	745,420	9,796,534	.....	80,745	1,033,104	.....	2,442,379	15,506,809
1886	2,959	670,555	730	6,337	319,699	1,036,417	9,832,800	1,000	33,456	663,863	.....	992,485	13,560,301
1887	6,031	1,226,349	.....	3,223	272,984	468,926	9,504,844	109,893	64,980	683,048	.....	820,010	13,160,288

a Merchandise and specie combined.

No. 4.—*Value of imports into, and exports from, the United States, and of merchandise in transit or transshipped, from and to each foreign country during the year ending June 30, 1887.*

Order.	Countries.	Domestic exports.			Foreign exports.			Total exports.		
		Merchandise.	Coin and bullion.	Total.	Merchandise.	Coin and bullion.	Total.	Merchandise.	Coin and bullion.	Total.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	5,671,729	.....	5,671,729	692,816	.....	692,816	6,364,545	.....	6,364,545
2	Austria	679,981	.....	679,981	3,000	.....	3,000	682,981	.....	682,981
3	Belgium	27,239,023	.....	27,239,023	700,800	.....	700,800	27,939,823	.....	27,939,823
4	Bolivia	1,304	.....	1,304	.....	.....	.....	1,304	.....	1,304
5	Brazil	8,071,653	.....	8,071,653	56,230	9,821	66,051	8,127,883	9,821	8,137,704
6	Central American States: Costa Rica	703,930	9,677	713,607	8,380	10,145	18,525	712,310	19,822	732,132
7	Guatemala	553,179	7,885	561,064	26,975	.....	26,975	580,154	7,885	588,039
8	Honduras	425,741	5,500	431,241	16,182	17,515	33,697	441,923	23,015	464,938
9	Nicaragua	701,151	7,500	708,651	22,023	3,045	25,068	723,174	10,545	733,719
10	San Salvador	477,125	10,000	487,125	761	.....	761	477,886	10,000	487,886
11	Chili	2,062,507	.....	2,062,507	6,631	.....	6,631	2,069,138	.....	2,069,138
12	China	6,246,626	117,500	6,364,126	.....	.....	.....	6,246,626	117,500	6,364,126
13	Denmark	3,892,593	.....	3,892,593	11,107	.....	11,107	3,903,700	.....	3,903,700
14	Danish West Indies	604,844	.....	604,844	8,782	.....	8,782	613,626	.....	613,626
15	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Ecuador	1,049,392	.....	1,049,392	3,380	.....	3,380	1,052,772	.....	1,052,772
17	France	55,681,994	938,250	56,620,244	1,575,676	79,598	1,655,274	57,257,670	1,017,848	58,275,518
18	French West Indies	1,334,344	.....	1,334,344	18,434	.....	18,434	1,352,778	.....	1,352,778
19	French Guiana	137,724	.....	137,724	4,988	.....	4,988	142,712	.....	142,712
20	Miquelon, Langley, and Saint Pierre Islands	299,763	.....	299,763	12,593	.....	12,593	312,356	.....	312,356
21	French East Indies	176,983	.....	176,983	.....	.....	.....	176,983	.....	176,983
22	French Possessions in Africa and adjacent islands	330,820	.....	330,820	1,093	.....	1,093	331,913	.....	331,913
23	French Possessions, all other	401,882	.....	401,882	27,524	.....	27,524	429,406	.....	429,406
24	Germany	57,316,655	2,028,404	59,345,059	1,254,617	55,165	1,309,782	58,571,272	2,083,569	60,654,841
25	England	315,295,588	7,239,525	322,535,113	3,094,864	1,099,774	4,194,638	318,390,452	8,339,299	326,729,751

No. 4—*Value of imports into, and exports from, the United States, and of merchandise in transit or transshipped, etc.*—Continued.

Order.	Countries.	Domestic exports.			Foreign exports.			Total exports.		
		Merchandise.	Coin and bullion.	Total.	Merchandise.	Coin and bullion.	Total.	Merchandise.	Coin and bullion.	Total.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
26	Scotland	29, 700, 189	.....	29, 700, 189	114, 023	.....	114, 023	29, 814, 212	.....	29, 814, 212
27	Ireland	18, 105, 366	.....	18, 105, 366	649	.....	649	18, 106, 015	.....	18, 106, 015
28	Gibraltar	727, 050	.....	727, 050	5, 005	.....	5, 005	732, 055	.....	732, 055
29	Nova Scotia, New Brunswick, and Prince Edward Island	2, 288, 431	.....	2, 288, 431	164, 929	.....	164, 929	2, 453, 360	.....	2, 453, 360
30	Quebec, Ontario, Manitoba, and the Northwest Territory	28, 510, 766	.....	28, 510, 766	2, 318, 072	.....	2, 318, 072	30, 828, 838	.....	30, 828, 838
31	British Columbia	1, 528, 839	.....	1, 528, 839	177, 073	.....	177, 073	1, 705, 912	.....	1, 705, 912
32	Newfoundland and Labrador	1, 167, 367	.....	1, 167, 367	6, 870	.....	6, 870	1, 174, 237	.....	1, 174, 237
33	British West Indies	6, 465, 030	6, 434	6, 471, 464	182, 174	1, 019	183, 193	6, 647, 204	7, 453	6, 654, 657
34	British Guiana	1, 423, 211	.....	1, 423, 211	45, 828	.....	45, 828	1, 469, 039	.....	1, 469, 039
35	British Honduras	349, 510	10, 575	360, 085	5, 422	58, 856	64, 278	354, 932	69, 431	424, 363
36	British East Indies	3, 902, 047	1, 725, 203	5, 627, 250	530	170, 128	170, 658	3, 902, 577	1, 895, 331	5, 797, 908
37	Hong-Kong	2, 980, 055	4, 403, 044	7, 383, 099	3, 987	7, 173, 427	7, 177, 414	2, 984, 042	11, 576, 471	14, 560, 513
38	British Possessions in Africa and adjacent islands	1, 460, 256	.....	1, 460, 256	11, 653	.....	11, 653	1, 471, 909	.....	1, 471, 909
39	British Possessions in Australasia	9, 543, 474	.....	9, 543, 474	124, 961	.....	124, 961	9, 668, 435	.....	9, 668, 435
40	British Possessions, all other	473, 529	.....	473, 529	.....	.....	.....	473, 529	.....	473, 529
41	Greece	171, 497	.....	171, 497	.....	.....	.....	171, 497	.....	171, 497
42	Hawaiian Islands	3, 520, 593	920, 400	4, 440, 993	101, 436	.....	101, 436	3, 622, 029	920, 400	4, 542, 429
43	Hayti	3, 059, 318	303, 150	3, 362, 468	170, 810	101, 011	271, 821	3, 230, 128	404, 161	3, 634, 289
44	Italy	12, 056, 481	.....	12, 056, 481	115, 123	.....	115, 123	12, 171, 604	.....	12, 171, 604
45	Japan	3, 280, 314	2, 984, 225	6, 264, 539	55, 278	.....	55, 278	3, 335, 592	2, 984, 225	6, 319, 817
46	Liberia	90, 485	.....	90, 485	3, 879	.....	3, 879	94, 364	.....	94, 364
47	Mexico	7, 267, 129	.....	7, 267, 129	692, 428	279, 812	972, 240	7, 959, 557	279, 812	8, 239, 369
48	Netherlands	18, 445, 556	.....	18, 445, 556	402, 714	.....	402, 714	18, 848, 270	.....	18, 848, 270
49	Dutch West Indies	536, 300	25, 402	561, 702	3, 505	14, 954	18, 4[illegible]9	539, 805	40, 356	580, 161

50	Dutch Guiana	236,105	.....	236,105	3,529	.....	3,529	239,634	.....	239,634
51	Dutch East Indies	2,169,099	.....	2,169,099	.....	.....	.....	2,169,099	.....	2,169,099
52	Peru	717,968	102,598	820,566	4,861	.....	4,861	722,829	102,598	825,427
53	Portugal	4,506,521	.....	4,506,521	34,366	.....	34,366	4,540,887	.....	4,540,887
54	Azore, Madeira, and Cape Verde Islands	351,252	.....	351,252	4,372	.....	4,372	355,624	.....	355,624
55	Portuguese Possessions in Africa and adjacent islands	12,640	.....	12,640	.....	.....	.....	12,640	.....	12,640
56	Roumania	.....	.....	.....	.....	.....	.....	.....	.....	.....
57	Russia on the Baltic and White Seas	6,581,526	.....	6,581,526	.....	.....	.....	6,581,526	.....	6,581,526
58	Russia on the Black Sea	1,035,320	.....	1,035,320	.....	.....	.....	1,035,320	.....	1,035,320
59	Russia, Asiatic	118,098	.....	118,098	1,090	.....	1,090	119,188	.....	119,188
60	San Domingo	1,014,414	53,505	1,067,919	18,451	185,679	204,130	1,032,865	239,184	1,272,049
61	Spain	12,753,634	.....	12,753,634	27,919	.....	27,919	12,781,553	.....	12,781,553
62	Cuba	10,138,930	4,475	10,143,405	407,481	2,156,700	2,564,181	10,546,411	2,161,175	12,707,586
63	Porto Rico	1,707,241	.....	1,707,241	31,251	.....	31,251	1,738,492	.....	1,738,492
64	Philippine Islands	147,682	.....	147,682	.....	.....	.....	147,682	.....	147,682
65	Spanish Possessions in Africa and adjacent islands	158,669	.....	158,669	4,463	.....	4,463	163,132	.....	163,132
66	Spanish Possessions, all other	.....	.....	.....	.....	.....	.....	.....	.....	.....
67	Sweden and Norway	3,076,799	.....	3,076,799	4,070	.....	4,070	3,080,869	.....	3,080,869
68	Switzerland	49,598	.....	49,598	.....	.....	.....	49,598	.....	49,598
69	Turkey in Europe	285,398	.....	285,398	.....	.....	.....	285,398	.....	285,398
70	Turkey in Asia	179,213	.....	179,213	.....	.....	.....	179,213	.....	179,213
71	Turkey in Africa	303,257	.....	303,257	.....	.....	.....	303,257	.....	303,257
72	United States of Colombia	5,973,965	945,677	6,919,642	140,976	97,617	238,593	6,114,941	1,043,294	7,158,235
73	Uruguay	1,393,725	.....	1,393,725	174,256	.....	174,256	1,567,981	.....	1,567,981
74	Venezuela	2,827,010	861,411	3,688,421	44,709	1,772,085	1,816,794	2,871,719	2,633,496	5,505,215
75	All other countries and ports in Asia	208,852	.....	208,852	.....	.....	.....	208,852	.....	208,852
76	All other countries and ports in Africa	499,564	.....	499,564	.....	.....	.....	499,564	.....	499,564
77	All other islands and ports	167,119	.....	167,119	5,289	1,000	6,289	172,408	1,000	173,408
	Total	703,022,923	22,710,340	725,733,263	13,160,288	13,287,351	26,447,639	716,183,211	35,997,691	752,180,902

No. 4.—*Value of imports into, and exports from, the United States, and of merchandise in transit or transshipped, etc.*—Continued.

Order.	Countries.	Imports.			Total imports and exports.			In-transit and transshipment trade.	
		Merchandise.	Coin and bullion.	Total.	Merchandise.	Coin and bullion.	Total.	Merchandise received.	Merchandise shipped.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	4,100,192	3,910	4,104,102	10,464,737	3,910	10,468,647	66,774	158,635
2	Austria	8,522,088	.....	8,522,088	9,205,069	.....	9,205,069	14,996	11,876
3	Belgium	8,063,648	45,162	8,108,810	36,003,471	45,162	36,048,633	252,892	171,028
4	Bolivia	.....	.....	.....	1,304	.....	1,304	.....	.....
5	Brazil	52,953,176	2,415	52,955,591	61,081,059	12,236	61,093,295	45,374	45,420
6	Central American States: Costa Rica	1,409,516	11,393	1,420,909	2,121,826	31,215	2,153,041	2,446	140,456
7	Guatemala	2,648,713	14,062	2,662,775	3,228,867	21,947	3,250,814	64,332	67,115
8	Honduras	857,919	11,637	869,556	1,299,842	34,652	1,334,494	100	5,287
9	Nicaragua	1,662,162	24,025	1,686,187	2,385,336	34,570	2,419,906	6,796	40,624
10	San Salvador	1,059,341	8,210	1,067,551	1,537,227	18,210	1,555,437	.....	.....
11	Chili	2,863,233	.....	2,863,233	4,932,371	.....	4,932,371	140	1,303
12	China	19,076,780	981,284	20,058,064	25,323,406	1,098,784	26,422,190	482,070	.....
13	Denmark	338,754	.....	338,754	4,242,454	.....	4,242,454	21,704	1,203
14	Danish West Indies	500,675	81,609	582,284	1,114,301	81,609	1,195,910	.....	2,840
15	Greenland, Iceland, and the Faroe Islands	157,034	.....	157,034	157,034	.....	157,034	.....	.....
16	Ecuador	1,131,169	.....	1,131,169	2,183,941	.....	2,183,941	.....	.....
17	France	68,107,624	12,503,453	80,611,077	125,365,294	13,521,301	138,886,595	1,128,816	360,437
18	French West Indies	406,625	.....	406,625	1,759,403	.....	1,759,403	.....	1,340
19	French Guiana	1,448	.....	1,448	144,160	.....	144,160	.....	.....
20	Miquelon, Langley, and Saint Pierre Islands	70,924	.....	70,924	383,280	.....	383,280	1,526	2,621
21	French East Indies	.....	.....	.....	176,983	.....	176,983	.....	.....
22	French Possessions in Africa and adjacent islands	492,343	3,070	495,413	824,256	3,070	827,326	.....	.....
23	French Possessions, all other	267,032	41,323	308,355	696,438	41,323	737,761	980	61,119
24	Germany	80,647,560	12,922,124	93,569,684	139,218,832	15,005,693	154,224,525	1,670,952	4,353,992
25	England	140,458,974	8,794,055	149,253,029	458,849,426	17,133,354	475,982,780	15,811,412	9,455,837
26	Scotland	15,414,059	.....	15,414,059	45,228,271	.....	45,228,271	2,064,452	590,552

27	Ireland	9,194,410	.....	9,194,410	27,300,425	.....	27,300,425	101,336	5,830
28	Gibraltar	5,943	.....	5,943	737,998	.....	737,998	80	4,362
29	Nova Scotia, New Brunswick, and Prince Edward Island	4,980,931	1,700	4,982,631	7,434,291	1,700	7,435,991	1,684,730	1,621,748
30	Quebec, Ontario, Manitoba, and the Northwest Territory	31,206,178	1,000,148	32,206,326	62,035,016	1,000,148	63,035,164	9,606,175	19,930,296
31	British Columbia	1,660,168	674,560	2,334,728	3,366,080	674,560	4,040,640	213,816	635,841
32	Newfoundland and Labrador	168,307	.....	168,307	1,342,544	.....	1,342,544	.....	70
33	British West Indies	11,569,779	712,902	12,282,681	18,216,983	720,355	18,937,338	371,420	627,687
34	British Guiana	2,739,873	.....	2,739,873	4,208,912	.....	4,208,912	4,623	20,163
35	British Honduras	303,283	191,026	494,309	658,215	260,457	918,672	.....	1,967
36	British East Indies	18,836,090	103,000	18,939,090	22,738,667	1,998,331	24,736,998	25,968	2,001
37	Hong-Kong	1,436,481	.....	1,436,481	4,420,523	11,576,471	15,996,994	489,466	19,384
38	British Possessions in Africa and adjacent islands	1,232,940	18,465	1,251,405	2,704,849	18,465	2,723,314	286,224	3,132
39	British Possessions in Australasia	4,411,119	1,021,769	5,432,888	14,079,554	1,021,769	15,101,323	97,893	165,516
40	British Possessions, all other	1,044,307	.....	1,044,307	1,517,836	.....	1,517,836	.....	.....
41	Greece	998,243	.....	998,243	1,169,740	.....	1,169,740	6,916	.....
42	Hawaiian Islands	9,922,075	118,617	10,040,692	13,544,104	1,039,017	14,583,121	8,497	299,809
43	Hayti	1,752,537	209,728	1,962,265	4,982,665	613,889	5,596,554	40,364	591,042
44	Italy	19,387,808	.....	19,387,808	31,559,412	.....	31,559,412	114,368	134,977
45	Japan	17,114,181	254,337	17,368,518	20,449,773	3,238,562	23,688,335	391,939	3,255
46	Liberia	86,531	1,166	87,697	180,895	1,166	182,061	.....	251
47	Mexico	14,719,840	14,855,765	29,575,605	22,679,397	15,135,577	37,814,974	111,635	2,002,476
48	Netherlands	9,922,913	219,700	10,142,613	28,771,183	219,700	28,990,883	78,008	122,816
49	Dutch West Indies	256,695	142,610	399,305	796,500	182,966	979,466	11,087	43,014
50	Dutch Guiana	482,424	6,457	488,881	722,058	6,457	728,515	.....	2,529
51	Dutch East Indies	2,978,071	.....	2,978,071	5,147,170	.....	5,147,170	86,087	49
52	Peru	461,726	.....	461,726	1,184,555	102,598	1,287,153	.....	.....
53	Portugal	1,679,198	.....	1,679,198	6,220,085	.....	6,220,085	27,291	.....
54	Azore, Madeira, and Cape Verde Islands	44,385	42,933	87,318	400,009	42,933	442,942	138	614
55	Portuguese Possessions in Africa and adjacent islands	43,387	.....	43,387	56,027	.....	56,027	.....	259
56	Roumania	130,109	.....	130,109	130,109	.....	130,109	.....	.....
57	Russia on the Baltic and White Seas	2,489,886	.....	2,489,886	9,071,412	.....	9,071,412	.....	.....
58	Russia on the Black Sea	1,816,812	.....	1,816,812	2,852,132	.....	2,852,132	.....	.....
59	Russia, Asiatic	106,603	.....	106,603	225,791	.....	225,791	.....	.....
60	San Domingo	1,380,126	27,045	1,407,171	2,412,991	266,229	2,679,220	83,915	28,970
61	Spain	5,570,868	.....	5,570,868	18,352,421	.....	18,352,421	32,454	2,624

No. 4.—*Value of imports into, and exports from, the United States, and of merchandise in transit or transshipped, etc.*—Continued.

Order.	Countries.	Imports.			Total imports and exports.			In-transit and transshipment trade.	
		Merchandise.	Coin and bullion.	Total.	Merchandise.	Coin and bullion.	Total.	Merchandise received.	Merchandise shipped.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
62	Cuba	49, 515, 434	4, 065, 814	53, 581, 248	60, 061, 845	6, 226, 989	66, 288, 834	6, 780, 853	608, 121
63	Porto Rico	4, 661, 690	49, 437	4, 711, 127	6, 400, 182	49, 437	6, 449, 619	51, 319	10, 467
64	Philippine Islands	8, 614, 830	.....	8, 614, 830	8, 762, 512	.....	8, 762, 512	.....	.....
65	Spanish Possessions in Africa and adjacent islands	95, 572	.....	95, 572	258, 704	.....	258, 704	.....	10, 573
66	Spanish Possessions, all other	3, 828	.....	3, 828	3, 828	.....	3, 828	.....	.....
67	Sweden and Norway	3, 113, 402	1, 800	3, 115, 202	6, 194, 271	1, 800	6, 196, 071	3, 099	5, 309
68	Switzerland	13, 578 213	.....	13, 578, 213	13, 627, 811	.....	13, 627, 811	.....	.....
69	Turkey in Europe	1, 086, 071	.....	1, 086, 071	1, 371, 469	.....	1, 371, 469	.....	.....
70	Turkey in Asia	3, 616, 306	.....	3, 616, 306	3, 795, 519	.....	3, 795, 519	8, 779	96
71	Turkey in Africa	255, 696	.....	255, 696	558, 953	.....	558, 953	.....	.....
72	United States of Colombia	3, 950, 953	820, 350	4, 771, 303	10, 065, 894	1, 863, 644	11, 929, 538	277, 778	306, 357
73	Uruguay	2, 818, 761	.....	2, 818, 761	4, 386, 742	.....	4, 386, 742	62, 264	11, 078
74	Venezuela	8, 261, 236	183, 731	8, 444, 967	11, 132, 955	2, 817, 227	13, 950, 182	69, 910	67, 947
75	All other countries and ports in Asia	48, 358	.....	48, 358	257, 210	.....	257, 210	.....	.....
76	All other countries and ports in Africa	1, 350, 980	.....	1, 350, 980	1, 850, 544	.....	1, 850, 544	1, 927	.....
77	All other islands and ports	3, 222	.....	3, 222	175, 630	1, 000	176, 630	.....	3, 806
	Total	692, 319, 768	60, 170, 792	752, 490, 560	1, 408, 502, 979	96, 168, 483	1, 504, 671, 462	42, 766, 121	42, 766, 121

No. 5.—*Value of imports of merchandise from, and of exports of merchandise to, those countries in our commerce with which the value of exports exceeded the value of imports during the year ending June* 30, 1887.

Order.	Countries.	Imports of merchandise into the United States.	Exports of domestic and foreign merchandise from the United States.	Exports in excess of imports.
		Dollars.	*Dollars.*	*Dollars.*
1	Great Britain and Ireland	165,067,443	366,310,679	201,243,236
2	Belgium	8,663,648	27,939,823	19,876,175
3	Netherlands	9,922,913	18,848,270	8,925,357
4	Spain	5,570,868	12,781,553	7,210,685
5	British Possessions in Australasia	4,411,119	9,668,435	5,257,316
6	Russia on the Baltic and White Seas	2,489,886	6,581,526	4,091,640
7	Denmark	338,754	3,903,700	3,564,946
8	Portugal	1,679,198	4,540,887	2,861,689
9	Argentine Republic	4,100,192	6,364,545	2,264,353
10	United States of Colombia	3,950,953	6,114,941	2,163,988
11	Hong-Kong	1,436,481	2,984,042	1,547,561
12	Hayti	1,752,537	3,230,128	1,477,591
13	Newfoundland and Labrador	168,307	1,174,237	1,005,930
14	French West Indies	406,625	1,352,778	946,153
15	Gibraltar	5,943	732,055	726,112
16	Azore, Madeira, and Cape Verde Islands	44,385	355,624	311,239
17	Dutch West Indies	256,695	539,805	283,110
18	Peru	461,726	722,829	261,103
19	Miquelon, Langley, and Saint Pierre Islands	70,924	312,356	241,432
20	British Possessions in Africa	1,232,940	1,471,909	238,969
21	French East Indies	.....	176,983	176,983
22	All other islands and ports	3,222	172,408	169,186
23	French possessions, all other	267,032	429,406	162,374
24	All other countries in Asia	48,358	208,852	160,494
25	French Guiana	1,448	142,712	141,264
26	Danish West Indies	500,675	613,626	112,951
27	Spanish Possessions in Africa	95,572	163,132	67,560
28	British Honduras	303,283	354,932	51,649
29	Turkey in Africa	255,696	303,257	47,561
30	British Columbia	1,660,168	1,705,912	45,744
31	Russia, Asiatic	106,603	119,188	12,585
32	Liberia	86,531	94,364	7,833
33	Bolivia	.....	1,304	1,304
	Total	214,760,125	480,416,198	265,656,073

No. 6.—*Value of imports of merchandise from, and of exports of merchandise to, those countries in our commerce with which the value of imports exceeded the value of exports during the year ending June* 30, 1887.

Order.	Countries.	Imports of merchandise into the United States.	Exports of domestic and foreign merchandise from the United States.	Imports in excess of exports.
		Dollars.	*Dollars.*	*Dollars.*
1	Brazil	52, 953, 176	8, 127, 883	44, 825, 293
2	Cuba	49, 515, 434	10, 546, 411	38, 969, 023
3	Germany	80, 647, 560	58, 571, 272	22, 076, 288
4	British East Indies	18, 836, 090	3, 902, 577	14, 933, 513
5	Japan	17, 114, 181	3, 335, 592	13, 778, 589
6	Switzerland	13, 578, 213	49, 598	13, 528, 615
7	China	19, 076, 780	6, 246, 626	12, 830, 154
8	France	68, 107, 624	57, 257, 670	10, 849, 954
9	Philippine Islands	8, 614, 830	147, 682	8, 467, 148
10	Austria-Hungary	8, 522, 088	682, 981	7, 839, 107
11	Italy	19, 387, 808	12, 171, 604	7, 216, 204
12	Mexico	14, 719, 840	7, 959, 557	6, 760, 283
13	Hawaiian Islands	9, 922, 075	3, 622, 029	6, 300, 046
14	Venezuela	8, 261, 236	2, 871, 719	5, 389, 517
15	British West Indies	11, 569, 779	6, 647, 204	4, 922, 575
16	Central American States	7, 637, 651	2, 935, 447	4, 702, 204
17	Turkey in Asia	3, 616, 306	179, 213	3, 437, 093
18	Porto Rico	4, 661, 690	1, 738, 492	2, 923, 198
19	Nova Scotia, New Brunswick, and Prince Edward Il'd.	4, 980, 931	2, 453, 360	2, 527, 571
20	British Guiana	2, 739, 873	1, 469, 039	1, 270, 834
21	Uruguay	2, 818, 761	1, 567, 981	1, 250, 780
22	Other countries in Africa	1, 350, 980	499, 564	851, 416
23	Greece	998, 243	171, 497	826, 746
24	Dutch East Indies	2, 978, 071	2, 169, 099	808, 972
25	Turkey in Europe	1, 086, 071	285, 398	800, 673
26	Chili	2, 863, 233	2, 069, 138	794, 095
27	Russia on the Black Sea	1, 816, 812	1, 035, 320	781, 492
28	British Possessions, all other	1, 044, 307	473, 529	570, 778
29	Quebec, Ontario, Manitoba, and the Northwest Ter.	31, 206, 178	30, 828, 838	377, 340
30	San Domingo	1, 380, 126	1, 032, 865	347, 261
31	Dutch Guiana	482, 424	239, 634	242, 790
32	French Possessions in Africa	492, 343	331, 913	160, 430
33	Greenland, Iceland, and the Faroe Islands	157, 034	.....	157, 034
34	Roumania	130, 109	.....	130, 109
35	Ecuador	1, 131, 169	1, 052, 772	78, 397
36	Sweden and Norway	3, 113, 402	3, 080, 869	32, 533
37	Portuguese Possessions in Africa	43, 387	12, 640	30, 747
38	Spanish Possessions, all other	3, 828	.....	3, 828
	Total	477, 559, 643	235, 767, 013	241, 792, 630

No. 7.—*Value of products of domestic agriculture exported from the United States to foreign countries during the year ending June* 30, 1887.

Order.	Articles.	Values.
		Dollars.
1	Cotton, unmanufactured	206, 222, 057
2	Breadstuffs:	
	Barley	853, 405
	Bread and biscuit	659, 924
	Corn	19, 347, 361
	Corn meal	705, 343
	Oats	179, 634
	Oatmeal	456, 023
	Rye	216, 190
	Rye flour	11, 781
	Wheat	90, 716, 481
	Wheat flour	51, 950, 082
	All other breadstuffs, and preparations of, used as food	672, 438
	Total	165, 768, 662
3	Provisions, comprising meat and dairy products:	
	Beef products—	
	Beef, canned	3, 462, 982
	Beef, fresh	7, 228, 412
	Beef, salted or pickled	1, 972, 246
	Beef, other cured	17, 942
	Tallow	2, 836, 300
	Total	15, 517, 882
	Mutton	18, 397
	Oleomargarine—	
	Imitation butter	88, 848
	The oil	4, 676, 131
	Total	4, 764, 979
	Pork products—	
	Bacon	27, 338, 943
	Hams	5, 975, 727
	Pork, fresh and pickled	5, 641, 327
	Lard	22, 703, 921
	Total	61, 659, 918
	Poultry and game	28, 284
	All other meat products	956, 534
	Dairy products:	
	Butter	1, 983, 698
	Cheese	7, 594, 633
	Milk	258, 971
	Total	9, 837, 302
	Total provisions	92, 783, 296
4	Tobacco, leaf, stems, and trimmings	25, 948, 277
5	Animals:	
	Cattle	9, 172, 136
	Hogs	564, 753
	Horses	351, 607
	Mules	214, 738

No. 7.—*Value of products of domestic agriculture exported, etc.*, 1887—Continued.

Order.	Articles.	Values.
5	Animals—Continued:	*Dollars.*
	Sheep	254,725
	All other, and fowls	40,403
	Total	10,598,362
6	Oil cake and oil-cake meal	7,309,691
7	Fruits:	
	Apples, dried	413,363
	Apples, green or ripe	1,382,872
	Fruits, preserved:	
	Canned	506,794
	Other	29,489
	All other, green, ripe, or dried	337,447
	Total	2,669,965
8	Oils:	
	Animal	810,670
	Cotton seed	1,578,935
	Linseed	57,136
	Total	2,446,741
9	Seeds:	
	Clover	630,850
	Cotton	121,441
	Timothy	281,048
	All other	874,070
	Total	1,907,409
10	Vegetables:	
	Onions	73,515
	Peas and beans	562,864
	Potatoes	318,259
	Vegetables, canned	228,567
	All other, including pickles	125,448
	Total	1,308,653
11	Sugar, brown, molasses, and sirup	1,299,572
12	Grease, grease scraps, and all soap stock	849,908
13	Chemicals, drugs, dyes, and medicines	834,848
14	Hides and skins, other than furs	765,655
15	Casings for sausages	538,236
16	Hair, and manufactures of	335,548
17	Hay	218,006
18	Wine	215,171
19	Broom corn	170,534
20	Bones, hoofs, horns, and horn-tips, strips, and waste	162,958
21	Glucose or grape sugar	118,620
22	Wool, raw	78,002
23	Honey	67,154
24	Eggs	60,686
25	Hops	54,970
26	Glue	39,773
	All other agricultural products	301,044
	Total value of exports of agricultural products	523,073,798
	Total value of exports of domestic merchandise	703,022,923
	Per cent. of agricultural products	74.41

No. 8.—*Value of domestic products of mining, including mineral oils, exported from the United States to foreign countries during the year ending June* 30, 1887.

Order.	Articles.	Values.
1	Oils:	*Dollars.*
	Mineral, crude	4,860,382
2	Coal:	
	Anthracite	2,822,833
	Bituminous	1,703,492
	Total	4,526,325
3	Copper ore	1,693,924
4	Quicksilver	241,952
5	Marble and stone, unmanufactured	211,819
6	Ore, gold and silver bearing	79,555
7	Zinc, ore or oxide of	44,152
8	Iron ore	5,254
9	All other products of mining	95,299
	Total value of exports of products of mining	11,758,662
	Total value of domestic merchandise	703,022,923
	Per cent. of products of mining	1.67

No. 9.—*Value of domestic products of the forest exported from the United States to foreign countries during the year ending June* 30, 1887.

Order.	Articles.	Values.
1	Wood, and manufactures of:	*Dollars.*
	Firewood	4,975
	Lumber—	
	Boards, deals, and planks	6,531,144
	Joists and scantlings	126,284
	Hoops and hoop poles	213,852
	Laths	32,940
	Palings, pickets, and bed slats	13,853
	Shingles	101,282
	Shooks—	
	Box	136,754
	Other	938,505
	Staves and heading	2,005,955
	All other lumber	1,204,392
	Timber—	
	Sawed	1,976,736
	Hewed	697,929
	Logs, and other timber	1,041,278
	Total	15,025,879
2	Spirits of turpentine	3,489,895
3	Naval stores:	
	Rosin	2,301,636
	Tar	39,772
	Turpentine and pitch	29,270
	Total	2,370,678

No. 9.—*Value of domestic products of the forest exported from the United States to foreign countries, etc.*—Continued.

Order.	Articles.	Values.
		Dollars.
4	Bark, and extract of, for tanning	239,700
	All other products of the forest	121
	Total value of exports of products of the forests	21,126,273
	Total value of domestic exports	703,022,923
	Per cent. of products of the forest	3.01

No. 10.—*Value of domestic products of the fisheries exported from the United States to foreign countries during the year ending June* 30, 1887.

Order.	Articles.	Values.
1	Fish:	*Dollars.*
	Codfish, dried, smoked, and cured, including haddock, hake, and pollock	587,082
	Mackerel, pickled	106,967
	Salmon—Canned	1,719,685
	Other	78,208
	Fish, fresh, not elsewhere specified	14,751
	Fish, dried, smoked, and cured, not elsewhere specified	265,130
	Fish, pickled, not elsewhere specified	109,652
	Shell fish—Oysters	733,973
	Other	350,270
	Total	3,965,718
2	Whalebone	523,267
3	Oils:	
	Sperm	119,267
	Other whale and fish	352,114
	Total	471,381
4	Spermaceti and spermaceti wax	139,656
	All other products of fisheries	55,753
	Total value of products of fisheries	5,155,775
	Total value of domestic exports	703,022,923
	Per cent. of products of fisheries	0.73

No. 11.—*Value of domestic commodities, other than products of agriculture, of manufacture, of mines, of forestry, and of the fisheries, exported from the United States to foreign countries during the year ending June* 30, 1887.

Order.	Articles.	Values.
		Dollars.
1	Furs and fur-skins	4,807,277
2	Ice	93,270
3	Rags	51,102
4	Oakum	26,257
5	Salt	25,270
	All other articles	170,134
	Total	5,173,310
	Total value of domestic merchandise	703,022,923
	Per cent. of articles other than products, etc	0.73

No. 12.—*Value of products of domestic manufacture exported from the United States to foreign countries during the year ending June* 30, 1887.

Order.	Articles.	Values.
		Dollars.
1	Oil, mineral, refined	41,964,533
2	Iron and steel, and manufactures of	15,958,502
3	Cotton, manufactures of	14,929,342
4	Sugar, refined, including candy and confectionery	11,609,335
5	Leather, and manufactures of	10,436,138
6	Wood, manufactures of	4,629,055
7	Chemicals, drugs, dyes, and medicines	4,505,632
8	Tobacco, manufactures of	3,282,395
9	Agricultural implements	2,138,398
10	Copper, manufactures of	2,033,523
11	Paraffine and paraffine wax	2,032,713
12	Books, maps, engravings, and other printed matter	1,546,985
13	Carriages and horse-cars, and parts of	1,454,101
14	Flax, hemp, and jute, manufactures of	1,402,118
15	Fertilizers	1,397,534
16	Clocks and watches, and parts of	1,392,647
17	Paper, and manufactures of	1,118,538
18	Fancy articles	908,985
19	Glass and glassware	883,504
20	Soap	847,428
21	India-rubber and gutta-percha, manufactures of	834,304
22	Musical instruments	831,837
23	Spirits	801,103
24	Malt liquors	656,713
25	Cars, passenger and freight, for steam railroads	653,298
26	Instruments and apparatus for scientific purposes	599,262
27	Gunpowder and other explosives	559,085
28	Plated ware	547,408
29	Lamps, chandeliers, and all appliances for illuminating purposes	541,872
30	Wool, manufactures of	539,341
31	Jewelry, and manufactures of gold and silver	474,324

No. 12.—*Value of products of domestic manufacture exported from the United States to foreign countries, etc.*—Continued.

Order.	Articles.	Values.
		Dollars.
32	Paints and painters' colors	452,388
33	Stationery, except of paper	390,408
34	Oils, vegetable	375,149
35	Marble and stone, manufactures of	348,533
36	Starch	281,072
37	Earthen, stone, and china ware	265,985
38	Brass, and manufactures of	228,341
39	Art works: Paintings and statuary	221,372
40	Blacking	195,197
41	Candles	187,077
42	Brooms and brushes	172,883
43	Trunks, valises, and traveling bags	170,163
44	Varnish	149,871
45	Lead, and manufactures of	141,154
46	Tin, manufactures of	137,551
47	Lime and cement	107,770
48	Ink, printers' and other	105,785
49	Straw and palm leaf, manufactures of	96,161
50	Bricks	92,984
51	Coffee and cocoa, ground or prepared, and chocolate	77,412
52	Matches	77,379
53	Vessels, sold to foreigners	70,780
54	Silk, manufactures of	52,513
55	Zinc, manufactures of	43,957
56	Spices, ground or prepared	42,112
57	Billiard and pool tables and apparatus	34,021
58	Stereotype and electrotype plates	25,799
59	Vinegar	10,069
60	Umbrellas, parasols, and sunshades	2,911
	All other manufactured articles not agricultural, mining, forest, or fishery products	668,355
	Total value of exports of domestic manufactures	136,735,105
	Total value of domestic exports	703,022,923
	Per cent. of domestic exports	19.45

RECAPITULATION OF DOMESTIC EXPORTS, 1887

Order.	Exports of domestic products of—	Values.	Per cent.
		Dollars.	
1	Agriculture	523,073,798	74.41
2	Mining	11,758,662	1.67
3	Forest	21,126,273	3.01
4	Fisheries	5,155,775	0.73
5	Miscellaneous	5,173,310	0.73
	Total *a*	566,287,818	80.55
6	Manufacture	136,735,105	19.45
	Aggregate	703,022,923	100.00

a The group other than "manufactures" embraces substantially all articles crude or slightly enhanced in value by manufacture.

No. 13.—*Value of articles of food and animals imported into the United States during the year ending June* 30, 1887.

Order.	Articles.	Values.
		Dollars.
1	Sugar, molasses, sugar candy, and confectionery	83, 789, 670
2	Coffee	56, 347, 600
3	Fruits, including nuts	20, 608, 486
4	Tea	16, 771, 802
5	Animals	7, 816, 198
6	Breadstuffs	7, 361, 632
7	Fish	4, 230, 667
8	Spices	3, 481, 412
9	Vegetables	2, 350, 351
10	Rice	2, 060, 379
11	Eggs	1, 960, 396
12	Provisions, comprising meat and dairy products	1, 806, 239
13	Cocoa, or cacao, crude, and leaves and shells of	1, 670, 012
14	Salt	1, 438, 031
15	Hay	790, 394
16	Oil, olive	662, 197
	All other articles	827, 868
	Total value of articles of food and animals	213, 973, 334
	Total value of imports of merchandise	692, 319, 768
	Per cent. of articles of food and animals	30. 92

No. 14.—*Value of articles in a crude condition which enter into the various processes of domestic industry imported into the United States during the year ending June* 30, 1887.

Order.	Articles.	Values.
		Dollars.
1	Hides and skins, other than fur skins	24, 219, 101
2	Silk, unmanufactured	19, 642, 797
3	Chemicals, drugs, dyes, and medicines	17, 650, 190
4	Wool, unmanufactured	16, 424, 479
5	Iron and steel, and manufactures of	16, 214, 628
6	India rubber and gutta percha, crude	13, 756, 783
7	Flax, hemp, jute, and other vegetable substances	12, 312, 833
8	Tin, bars, blocks, or pigs, grain or granulated	6, 927, 696
9	Paper stock: Rags and other	4, 540, 598
10	Wood, unmanufactured	3, 681, 571
11	Hops	3, 404, 669
12	Coal, bituminous	2, 715, 442
13	Hair, and manufactures of	2, 502, 651
14	Furs and fur skins, undressed	2, 476, 285
15	Iron ore	2, 118, 357
16	Rags, shoddy, mungo, waste, and flocks of wool	1, 843, 823
17	Fertilizers	1, 770, 881
18	Seeds, not medicinal	1, 448, 307
19	Cork wood, or cork bark, unmanufactured	1, 239, 247
20	Bristles	1, 174, 333
21	Lead, and manufactures of	699, 282
22	Marble and stone	551, 739
23	Cotton, unmanufactured	533, 928

No. 14.—*Value of articles in a crude condition which enter into the various processes of domestic industry imported into the United States, etc.*—Continued.

Order.	Articles.	Values.
		Dollars.
24	Ivory, animal	485,508
25	Platinum, unmanufactured	438,516
26	Sponges	343,311
27	Plumbago	331,621
28	Clays or earths of all kinds, including china clay, or kaoline	288,571
29	Bark, hemlock	272,956
30	Zinc, spelter or tutenegue, in blocks, pigs, and old	256,383
31	Metal, metal compositions, and manufactures of	247,252
32	Copper, ore, pigs, bars, ingots, old, and other unmanufactured	221,065
33	Mineral substances	197,338
34	Plaster of Paris, or sulphate of lime, unground	162,492
35	Ivory, vegetable	144,663
36	Asphaltum	100,697
	All other articles	6,859,438
	Total value of articles in a crude condition which enter into the various processes of domestic industry	168,199,431
	Total value of imported merchandise	692,319,768
	Per cent. of articles in a crude condition, etc	24.30

No. 15.—*Value of articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts imported into the United States during the year ending June* 30, 1887.

Order.	Articles.	Values.
		Dollars.
1	Iron and steel, and manufactures of	23,986,604
2	Chemicals, drugs, dyes, and medicines	22,587,588
3	Wood, and manufactures of	6,936,258
4	Leather, and manufactures of	6,449,675
5	Furs, dressed on the skin, and manufactures of	4,809,334
6	Hats, bonnets, and materials for	4,240,796
7	Oils	2,130,501
8	Yarns, woolen	1,736,598
9	Paints and colors	1,214,283
10	Cement	1,108,819
11	Thread (not on spools), yarn, warps, or warp yarn, cotton	919,994
12	Yarns of flax, hemp, jute, and other vegetable substances	786,188
13	Button molds and button materials made in patterns or cut for buttons exclusively	602,801
14	Metals, metal compositions, and manufactures of	539,459
15	Marble and stone, and manufactures of	279,620
16	Malt, barley	153,363
17	Coir yarn	140,462
18	Hair and manufactures of	63,614
	All other articles	1,642,803
	Total value of articles wholly or partially manufactured for use as materials in manufactures and the mechanic arts	80,328,760
	Total value of imports of merchandise	692,319,768
	Per cent. of articles wholly or partially manufactured, etc	11.60

No. 16.—*Value of manufactured articles ready for consumption imported into the United States during the year ending June* 30, 1887.

Order.	Articles.	Value.
		Dollars.
1	Wools, hair of the alpaca, goat, and other like animals, manufactures of	41,322,297
2	Flax, hemp, jute, and other vegetable substances, manufactures of	20,138,991
3	Cotton, manufactures of	17,553,286
4	Articles, the growth, produce, or manufacture of the United States, returned	9,256,932
5	Iron and steel, manufactures of	9,001,932
6	Glass and glassware	7,319,895
7	Earthen, stone, and china ware	5,716,927
8	Leather, manufactures of	4,750,270
9	Books, maps, engravings, etchings, and other printed matter	3,688,991
10	Buttons, except of brass, gilt, or silk	3,164,705
11	Household and personal effects and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving in this country, and of citizens of the United States dying abroad	2,643,999
12	Wood, manufactures of	2,428,535
13	Metals and metal compositions, manufactures of	2,288,112
14	Paper, and manufactures of	2,028,235
15	Clocks and watches, and parts of	1,881,407
16	Corsets	1,063,296
17	Hats, bonnets, and hoods	578,290
18	Brushes	548,516
19	Soap	439,664
20	Brass, and manufactures of	415,954
21	Bolting cloths	271,400
22	India rubber or gutta percha, manufactures of	266,031
23	Marble and stone, manufactures of	151,435
24	Copper, manufactures of	116,982
25	Hair, manufactures of	50,891
26	Zinc, manufactures of	33,797
	All other articles	2,848,683
	Total value of articles manufactured ready for consumption	139,969,453
	Total value of imports of merchandise	692,319,768
	Per cent. of articles manufactured ready for consumption	20.21

No. 17.—*Value of articles of voluntary use, luxuries, etc., imported into the United States during the year ending June* 30, 1887.

Order.	Articles.	Value.
		Dollars.
1	Silk, manufactures of	31,347,923
2	Tobacco, and manufactures of	12,176,463
3	Jewelry, manufactures of gold and silver, and precious stones, including diamonds, rough or uncut	11,675,641
4	Embroideries, laces, insertings, trimmings, and lace window curtains, of cotton	10,467,073
5	Fancy articles	7,172,268
6	Wines	7,056,085
7	Art works: Paintings and statuary	2,805,998
8	Spirits, distilled, and spirituous compounds	1,955,468
9	Musical instruments, and parts of	1,577,395
10	Malt liquors	1,255,164
11	Flax, hemp, jute, and other vegetable substances, manufactures of	1,007,849
12	Mineral waters, not artificial	379,149
	All other articles	972,314
	Total value of articles of voluntary use, luxuries, etc	89,848,790
	Total value of imports of merchandise	692,319,768
	Per cent. of articles of voluntary use, luxuries, etc	12.97

No. 18.—*Crude or partially manufactured articles and manufactured articles of merchandise imported into the United States during the year ending June* 30, 1887.

Order.	Articles.	Value.
	CRUDE OR PARTIALLY MANUFACTURED ARTICLES.	*Dollars.*
1	Coffee	56, 347, 600
2	Hides and skins, other than furs	24, 219, 101
3	Fruits, including nuts	20, 608, 486
4	Silk, unmanufactured	19, 642, 797
5	Chemicals, drugs, and dyes	18, 972, 806
6	Tea	16, 771, 802
7	Wool, unmanufactured	16, 424, 479
8	India rubber and gutta percha, crude	13, 756, 783
9	Flax, hemp, jute, and other vegetable substances, unmanufactured	12, 312, 833
10	Tobacco, leaf	8, 704, 950
11	Animals	7, 816, 198
12	Breadstuffs, except preparations of farinaceous substances	6, 640, 228
13	Paper stock, crude	4, 540, 598
14	Fish	4, 230, 667
15	Wood, unmanufactured	3, 566, 971
16	Hops	3, 404, 669
17	Spices, unground	3, 312, 652
18	Coal, bituminous	2, 715, 442
19	Fur and fur skins, undressed	2, 476, 285
20	Hair, unmanufactured	2, 405, 110
21	Vegetables	2, 350, 351
22	Iron ore	2, 118, 357
23	Rice	2, 060, 379
24	Eggs	1, 960, 396
25	Provisions, including meat and dairy products	1, 806, 239
26	Fertilizers	1, 770, 881
27	Cocoa, or cacao, crude, and leaves and shells of	1, 670, 012
28	Seeds	1, 448, 307
29	Salt	1, 438, 031
30	Cork wood, or cork bark, unmanufactured	1, 239, 247
31	Bristles	1, 174, 333
32	Hay	790, 394
33	Ivory, animal and vegetable	630, 171
34	Cotton, unmanufactured	533, 928
35	Platinum, unmanufactured	438, 516
36	Sponges	343, 311
37	Plumbago	331, 621
38	Clays or earths of all kinds	288, 571
39	Bark, hemlock	272, 956
40	Diamonds, rough or uncut, including glaziers' diamonds	271, 384
41	Copper ore	214, 645
42	Mineral substances, not elsewhere specified	197, 338
43	Plaster of Paris, or sulphate of lime, unground	162, 492
44	Malt, barley	153, 363
45	Asphaltum, or bitumen, crude	100, 697
46	Oil, whale and fish	79, 653
	All other crude or partially manufactured articles	7, 324, 661
	Total value unmanufactured articles	280, 040, 691

No. 18.—*Crude or partially manufactured articles and manufactured articles of merchandise imported, etc.*, 1887—Continued.

Order.	Articles.	Value.
	MANUFACTURED ARTICLES.	*Dollars.*
1	Sugar and molasses	83,789,670
2	Iron and steel, and manufactures of	49,203,164
3	Wool, manufactures of	44,902,718
4	Silk, manufactures of	31,347,923
5	Cotton, manufactures of	28,940,353
6	Flax, hemp, jute, and other vegetable substances, manufactures of	21,933,028
7	Chemicals, drugs, dyes, and medicines, prepared or manufactured	21,644,121
8	Metals, metal compositions, and manufactures of, not elsewhere specified	11,531,337
9	Leather, and manufactures of	11,199,945
10	Jewelry, and manufactures of gold and silver, and precious stones	11,404,257
11	Wool, manufactures of	9,479,393
12	Articles, the produce or manufacture of the United States, returned	9,256,932
13	Glass and glassware	7,319,895
14	Fancy articles	7,172,268
15	Wines	7,056,085
16	Earthen, stone, and china ware	5,716,927
17	Hats, bonnets, hoods, and materials for	4,819,086
18	Furs, dressed on the skin, and manufactures of fur	4,809,334
19	Buttons, except of brass, gilt, or silk, and button materials	3,767,506
20	Books, maps, engravings, etchings, and other printed matter	3,688,991
21	Tobacco, manufactures of	3,471,513
22	Art works: Paintings and statuary	2,805,998
23	Oils, other than whale and fish	2,713,045
24	Household goods and personal effects of persons arriving from abroad	2,643,999
25	Paper, manufactures of	2,028,235
26	Spirits distilled and spirituous compounds	1,955,468
27	Clocks and watches, and parts of	1,881,407
28	Musical instruments	1,577,395
29	Malt liquors	1,255,164
30	Paints and colors	1,214,283
31	Cement	1,108,819
32	Corsets	1,063,296
33	Marble and stone, and manufactures of	982,794
34	Farinaceous substances, and preparations of	721,404
35	Brushes	548,516
36	Soap	439,664
37	Bolting cloths	271,400
38	India rubber and gutta percha, manufactures of	266,031
39	Hair, manufactures of	212,046
40	Spices, ground	168,760
41	Coir yarn	140,462
	All other manufactured articles	5,826,445
	Total value, manufactured articles	412,279,077
	Total value, unmanufactured articles	280,040,691
	Total imports of merchandise	692,319,768
	Per cent. of manufactured	59.55
	Per cent. of unmanufactured	40.45

No. 19.—*Values of the imports and exports of the United States carried, respectively, in cars and other land vehicles, in American vessels, and in foreign vessels during each fiscal year from* 1856 *to* 1887, *inclusive, with the percentage carried in American vessels (merchandise, coin, and bullion included).*

Year ending June 30—	Imports.			Exports.			Total imports and exports.				Percentage carried in American vessels.
	In cars and other land vehicles.	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.	Total.	
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1856	.....	240, 972, 512	64, 667, 430	.....	232, 295, 762	94, 669, 146	.....	482, 268, 274	159, 336, 576	641, 604, 850	75. 2
1857	.....	259, 116, 170	101, 773, 971	.....	251, 214, 857	111, 745, 825	.....	510, 331, 027	213, 519, 796	723, 850, 823	70. 5
1858	.....	203, 700, 016	78, 913, 134	.....	243, 491, 288	81, 153, 133	.....	447, 191, 304	160, 066, 267	607, 257, 571	73. 7
1859	.....	216, 123, 428	122, 644, 702	.....	249, 617, 953	107, 171, 509	.....	465, 741, 381	229, 816, 211	695, 557, 592	66. 9
1860	.....	228, 164, 855	134, 001, 399	.....	279, 082, 902	121, 039, 394	.....	507, 247, 757	255, 040, 793	762, 288, 550	66. 5
1861	.....	201, 544, 056	134, 106, 098	.....	179, 972, 733	69, 372, 180	.....	381, 516, 788	203, 478, 278	584, 995, 066	65. 2
1862	.....	92, 274, 100	113, 407, 629	.....	125, 421, 318	104, 517, 667	.....	217, 695, 418	218, 015, 296	435, 710, 714	50. 0
1863	.....	109, 744, 580	143, 175, 340	.....	132, 127, 891	199, 880, 691	.....	241, 872, 471	343, 056, 631	584, 928, 502	41. 4
1864	.....	81, 212, 077	248, 350, 818	.....	102, 849, 409	237, 442, 730	.....	184, 061, 486	485, 793, 548	669, 855, 034	27. 5
1865	.....	74, 385, 116	174, 170, 536	.....	93, 017, 756	262, 839, 588	.....	167, 402, 872	437, 010, 124	604, 412, 996	27. 7
1866	.....	112, 040, 395	333, 471, 763	.....	213, 671, 466	351, 754, 928	.....	325, 711, 861	685, 226, 691	1, 010, 938, 552	32. 2
1867	.....	117, 209, 536	300, 622, 035	.....	180, 625, 368	280, 768, 368	.....	297, 834, 904	581, 330, 403	879, 165, 307	33. 9
1868	.....	122, 965, 225	248, 659, 583	.....	175, 016, 348	301, 886, 491	.....	297, 981, 573	550, 546, 074	848, 527, 647	35. 1
1869	.....	136, 802, 024	300, 512, 231	.....	153, 154, 748	285, 979, 781	.....	289, 956, 772	586, 492, 012	876, 448, 784	33. 1
1870	.....	153, 237, 077	309, 140, 510	.....	199, 732, 324	329, 786, 978	.....	352, 969, 401	638, 927, 488	991, 896, 889	35. 6
1871	15, 187, 354	163, 285, 710	363, 020, 644	7, 798, 156	190, 378, 462	392, 801, 932	22, 985, 510	353, 664, 172	755, 822, 576	1, 132, 472, 258	31, 2
1872	17, 635, 681	177, 286, 302	445, 416, 783	10, 015, 089	168, 044, 799	393, 929, 579	27, 650, 770	345, 331, 101	839, 346, 362	1, 212, 328, 233	28. 5
1873	17, 070, 548	174, 739, 834	471, 806, 765	10, 799, 430	171, 566, 758	494, 915, 886	27, 869, 978	346, 306, 592	966, 723, 651	1, 340, 899, 221	25. 8
1874	14, 513, 335	176, 027, 778	405, 320, 135	8, 509, 205	174, 424, 216	533, 885, 971	23, 022, 540	350, 451, 994	939, 206, 106	1, 312, 680, 640	26. 7
1875	13, 083, 859	157, 872, 726	382, 949, 568	7, 304, 376	156, 385, 066	501, 838, 949	20, 388, 235	314, 257, 792	884, 788, 517	1, 219, 434, 544	25. 8
1876	12, 148, 667	143, 389, 704	321, 139, 500	6, 324, 487	167, 686, 467	492, 215, 487	18, 473, 154	311, 076, 171	813, 354, 987	1, 142, 904, 312	33. 1
1877	10, 697, 640	151, 834, 067	329, 565, 833	6, 767, 170	164, 826, 214	530, 354, 703	17, 464, 810	316, 660, 281	859, 920, 536	1, 194, 045, 627	26. 5
1878	12, 965, 999	146, 499, 282	307, 407, 565	7, 511, 365	166, 551, 624	509, 583, 564	20, 477, 364	313, 050, 906	876, 991, 129	1, 210, 519, 399	25. 9
1879	11, 983, 823	143, 590, 353	310, 499, 599	7, 439, 862	128, 425, 339	600, 769, 633	19, 423, 685	272, 015, 692	911, 269, 232	1, 202, 708, 609	22. 6

No. 19.—*Values of the imports and exports of the United States carried, respectively, in cars and other land vehicles, in American vessels, and in foreign vessels during each fiscal year from* 1856 *to* 1887, *inclusive*—Continued.

Year ending June 30—	Imports.			Exports.			Total imports and exports.				Percentage carried in American vessels.
	In cars and other land vehicles.	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.	In cars and other land vehicles.	In American vessels.	In foreign vessels.	Total.	
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1880	17, 507, 291	164, 087, 606	579, 394, 159	6, 790, 900	115, 918, 240	730, 072, 437	24, 298, 191	280, 005, 846	1, 309, 466, 596	1, 613, 770, 633	17. 4
1881	19, 502, 926	146, 089, 664	587, 647, 535	8, 884, 772	121, 990, 939	790, 908, 482	28, 387, 698	268, 080, 603	1, 378, 556, 017	1, 675, 024, 318	16. 0
1882	25, 665, 929	142, 986, 837	598, 459, 198	14, 066, 155	99, 863, 978	686, 029, 603	39, 732, 084	242, 850, 815	1, 284, 488, 801	1, 567, 071, 700	15. 5
1883	28, 805, 024	149, 959, 320	572, 905, 961	26, 776, 402	111, 758, 883	717, 124, 456	55, 581, 426	261, 718, 203	1, 290, 030, 411	1, 607, 330, 040	16. 28
1884	26, 543, 013	152, 201, 729	526, 379, 213	27, 386, 897	112, 520, 723	667, 739, 372	53, 929, 910	264, 722, 452	1, 194, 118, 585	1, 512, 770, 947	16. 42
1885	31, 835, 687	125, 387, 378	463, 546, 587	24, 799, 617	104, 108, 010	655, 513, 653	56, 635, 304	229, 495, 388	1, 119, 060, 240	1, 405, 190, 932	16. 33
1886	38, 060, 965	127, 304, 923	508, 663, 904	20, 372, 496	100, 642, 677	630, 973, 067	58, 433, 461	227, 947, 600	1, 139, 636, 971	1, 426, 018, 032	15. 98
1887	39, 882, 299	133, 090, 582	579, 517, 679	21, 576, 633	89, 385, 465	641, 218, 804	61, 458, 932	222, 476, 047	1, 220, 736, 483	1, 504, 671, 462	14. 80

Amounts carried in cars and other land vehicles were not separately stated prior to July 1, 1870; exports are stated in mixed gold and currency values from 1862 to 1879 inclusive.

No. 20.—*Tonnage of American and foreign vessels, respectively, and the percentage of each, which entered the sea-ports of the United States from foreign countries during each period of five years from* 1791 *to* 1815, *and during each year from* 1821 *to* 1886, *inclusive.*

Periods.	American.		Foreign.		Total.
	Tons.	Per cent.	Tons.	Per cent.	Tons.
1791 to 1795	2,332,021	75	796,764	25	3,128,785
1796 to 1800	3,113,079	87	446,946	13	3,560,025
1801 to 1805	4,179,791	86	676,054	14	4,855,845
1806 to 1810	4,213,187	91	404,686	9	4,617,873
1811 to 1815	2,613,886	85	453,362	15	3,067,248
1821	765,098	90	81,526	10	846,624
1822	787,961	88	100,541	12	888,502
1823	775,271	86	119,468	14	894,739
1824	850,033	89	102,367	11	952,400
1825	880,754	90	92,927	10	973,681
1826	936,270	90	103,964	10	1,040,234
1827	908,688	87	134,234	13	1,042,922
1828	854,636	85	148,037	15	1,002,673
1829	834,055	87	126,334	13	960,389
1830	915,936	88	127,898	12	1,043,834
1821 to 1830	8,508,702	88	1,137,296	12	9,645,998
1831	865,807	77	259,198	23	1,125,005
1832	903,483	70	377,574	30	1,281,057
1833	935,526	68	436,624	32	1,372,150
1834	928,091	69	420,715	31	1,348,806
1835	1,017,559	73	369,680	27	1,387,239
1836	1,032,711	70	446,705	30	1,479,416
1837	1,093,692	77	328,143	23	1,421,835
1838	1,105,126	76	338,923	24	1,444,049
1839	1,200,924	74	411,968	26	1,612,892
1840	1,275,007	73	477,841	27	1,753,848
1831 to 1840	10,358,926	73	3,867,371	27	14,226,297
1841	1,303,224	73	476,462	27	1,779,686
1842	1,232,409	61	529,131	39	1,761,540
1843	955,474	69	414,440	31	1,369,914
1844	1,288,083	68	609,051	32	1,897,134
1845	1,382,570	68	629,462	32	2,011,032
1846	1,363,310	67	658,680	33	2,021,990
1847	1,482,916	61	946,093	39	2,429,009
1848	1,615,566	64	887,897	36	2,503,463
1849	1,726,190	59	1,172,986	41	2,899,176
1850	1,683,262	56	1,329,886	44	3,013,147
1841 to 1850	14,032,003	65	7,654,088	35	21,686,091
1851	2,044,404	59	1,424,931	41	3,469,335
1852	2,460,644	63	1,465,789	37	3,926,433
1853	2,627,076	63	1,529,896	37	4,156,972
1854	2,885,458	66	1,461,778	34	4,347,236
1855	2,964,939	71	1,218,869	29	4,183,808
1856	3,198,718	70	1,346,104	30	4,544,822
1857	3,485,269	72	1,365,721	28	4,850,990

No. 20.—*Tonnage of American and foreign vessels entered at sea-ports of the United States, etc.*—Continued.

Periods.	American.		Foreign.		Total.
	Tons.	Per cent.	Tons.	Per cent.	Tons.
1858	3,098,166	71	1,291,559	29	4,389,725
1859	3,331,715	67	1,586,982	33	4,918,697
1860	3,308,605	66	1,700,931	34	5,009,536
1851 to 1860	29,404,994	67	14,392,560	33	43,797,554
1861	3,025,124	66	1,533,963	34	4,559,087
1862	2,629,351	63	,561,945	37	4,191,296
1863	2,307,706	55	1,897,714	45	4,205,420
1864	1,655,434	40	2,512,047	60	4,167,481
1865	1,615,317	42	2,211,610	58	3,826,927
1866	1,891,452	38	3,117,034	62	5,008,487
1867	2,145,691	41	3,120,695	59	5,266,386
1868	2,465,695	44	3,105,826	56	5,571,521
1869	2,459,336	41	3,572,644	59	6,031,980
1870	2,452,226	39	3,817,963	61	6,270,189
1861 to 1870	22,647,333	46	26,451,441	54	49,098,774
1871	2,603,591	37	4,390,606	63	6,994,197
1872	2,584,646	33	5,185,340	67	7,769,986
1873	2,443,285	29	5,951,464	71	8,394,749
1874	2,914,942	29	7,094,713	71	10,009,655
1875	2,887,153	32	6,255,985	68	9,143,138
1876	2,927,780	30	6,788,124	70	9,715,904
1877	2,957,791	28	7,448,697	72	10,406,488
1878	3,009,437	26	8,521,090	74	11,530,527
1879	3,049,743	22	10,718,394	78	13,768,137
1880	3,140,169	21	12,111,160	79	15,251,329
1871 to 1880	28,518,537	28	74,465,573	72	102,984,110
1881	2,919,149	19	12,711,392	81	15,630,541
1882	2,968,290	20	11,688,209	80	14,656,499
1883	2,834,681	21	10,526,176	79	13,360,857
1884	2,820,792	23	9,264,364	77	12,085,156
1885	2,709,212	22	9,578,280	78	12,287,492
1886	2,761,795	23	9,468,004	77	12,229,799
1887	2,870,936	21	10,660,779	79	13,531,715
1881 to 1887	19,884,855	21	73,897,204	79	93,782,059

No. 21.—*Number of alien passengers arrived in the United States from* 1821 *to* 1887, *and the number of immigrants arrived from* 1821 *to* 1887.

Period.	Alien passengers arrived.	Immigrants arrived.	Period.	Alien passengers arrived.	Immigrants arrived.
Year ending Sept. 30—			Year ending Dec. 31—		
1821	9,127	.....	1851	379,466	.....
1822	6,911	.....	1852	371,603	.....
1823	6,354	.....	1853	368,645	.....
1824	7,912	.....	1854	427,833	.....
1825	10,199	.....	1855	200,877	.....
1826	10,837	.....	1856	200,036	195,857
1827	18,875	.....	1857	250,882	246,945
1828	27,382	.....	1858	122,872	119,501
1829	22,520	.....	1859	121,075	118,616
1830	23,322	.....	1860	153,418	150,237
1831	22,633	.....	1861	91,822	89,724
1832	53,179	.....	1862	91,826	89,007
Year ending Dec. 31—			1863	176,214	174,524
			1864	193,416	193,195
1833	58,640	.....	1865	248,111	247,453
1834	65,365	.....	Jan. 1 to June 30—		
1835	45,374	.....	1866	167,757	166,112
1836	76,242	.....	Year ending June 30—		
1837	79,340	.....	1867	303,044	298,967
1838	38,914	.....	1868	288,088	282,189
1839	68,069	.....	1869	363,074	352,768
1840	84,066	.....	1870	402,920	387,203
1841	80,289	.....	1871	342,609	321,350
1842	104,565	.....	1872	422,978	404,806
Jan. 1 to Sept. 30—			1873	473,141	459,803
1843	52,496	.....	1874	327,949	313,339
Year ending Sept. 30—			1875	244,632	227,498
			1876	189,991	169,986
1844	78,615	.....	1877	165,019	141,857
1845	114,371	.....	1878	157,776	138,469
1846	154,416	.....	1879	197,954	177,826
1847	234,968	.....	1880	484,196	457,257
1848	226,527	.....	1881	695,163	669,431
1849	297,024	.....	1882	816,272	788,992
1850	310,004	.....	1883	645,232	603,322
Quarter ending Dec. 31—			1884	560,563	518,592
			1885	437,758	395,346
1850	59,976	.....	1886	357,923	334,203
			1887	513,038	490,109

NOTE.—Arrivals from the Dominion of Canada and Mexico not included since July 1, 1885.

No. 22.—*Number of immigrants, by sex and classes of occupations, arrived in the United States during each year ending June 30, from 1877 to 1887.*

Year ending June 30—	Professional occupations.			Skilled occupations.			Miscellaneous occupations.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1877	1,674	211	1,885	20,144	862	21,006	50,116	5,534	55,650
1878	1,375	135	1,510	15,806	725	16,531	51,409	6,397	57,806
1879	1,515	124	1,639	20,728	634	21,362	65,801	7,252	73,053
1880	1,704	69	1,773	48,787	1,142	49,929	178,784	9,325	188,109
1881	2,563	249	2,812	64,744	1,713	66,457	225,524	18,968	244,492
1882	2,865	127	2,992	68,745	3,919	72,664	288,221	22,280	310,501
1883	2,265	185	2,450	56,840	5,665	62,505	188,375	27,674	216,049
1884	2,184	100	2,284	50,905	4,156	55,061	160,159	24,036	184,195
1885	1,930	167	2,097	37,407	2,410	39,817	121,564	20,138	141,702
1886	1,943	135	2,078	35,289	1,233	36,522	117,546	20,105	137,651
1887	2,635	247	2,882	50,848	1,555	52,403	183,279	27,472	210,751
Total	22,653	1,749	24,402	470,243	24,014	494,257	1,630,778	189,181	1,819,959

Year ending June 30—	Occupations not stated.			Without occupations.			Total immigrants.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1877	287	386	673	19,812	42,831	62,643	92,033	49,824	141,857
1878	138	600	738	17,531	44,353	61,884	86,259	52,210	138,469
1879	294	603	897	23,544	57,331	80,875	111,882	65,944	177,826
1880	1,206	988	2,194	57,142	158,110	215,252	287,623	169,634	457,257
1881	7,262	878	8,140	110,636	236,894	347,530	410,729	258,702	669,431
1882	9,689	930	10,619	129,294	262,922	392,216	498,814	290,178	788,992
1883	26,174	20,486	46,660	90,209	185,449	275,658	363,863	239,459	603,322
1884	19,778	11,887	31,665	75,483	169,904	245,387	308,509	210,083	518,592
1885	8,950	6,448	15,398	56,531	139,801	196,332	226,382	168,964	395,346
1886	201	295	496	45,725	111,731	157,456	200,704	133,499	334,203
1887	296	505	801	69,600	153,672	223,272	306,658	183,451	490,109
Total	74,275	44,006	118,281	695,507	1,562,998	2,258,505	2,893,456	1,821,948	4,715,404

NOTE.—Immigrants from the Dominion of Canada and Mexico not included since July 1, 1885.

SECTION I.

FOREIGN COMMERCE

OF THE

UNITED STATES.

YEAR ENDING JUNE 30, 1887.

No. 1.

STATEMENT

SHOWING THE

TOTAL VALUES OF IMPORTS OF MERCHANDISE FROM, AND OF EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE TO, FOREIGN COUNTRIES,

BY COUNTRIES

AND

BY CUSTOMS DISTRICTS,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 1.—Total Values *of* **IMPORTS** *of* **MERCHANDISE** *from, and of* **EXPORTS** *of* **DOMESTIC** *and* **FOREIGN MERCHANDISE** *to,* Foreign Countries *during the* **Year** *ending June* 30, **1887.**

	Customs Districts into which Imported and from which Exported.	Argentine Republic.			Austria.			Belgium.			Bolivia.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla	10	32,210						7,503					3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md				18,275	11,428		82,882	2,923,876					6
7	Bangor, Me													7
8	Barnstable, Mass													8
9	Bath, Me													9
10	Beaufort, N. C													10
11	Beaufort, S. C													11
12	Belfast, Me													12
13	Boston and Charlestown, Mass.	2,327,277	82,199	275,311	115,666			958,219	1,033,950	116,675				13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga		105,069						4,990					16
17	Buffalo Creek, N. Y				11,402									17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
20	Champlain, N. Y													20
21	Charleston, S. C	4				51,444			329,606					21
22	Chicago, Ill				120,524			110,555						22
23	Cincinnati, Ohio													23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio				1,610			2,081						25
26	Delaware, Del		155,196											26
27	Denver, Colo													27
28	Detroit, Mich													28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn													31
32	Fall River, Mass													32
33	Fernandina, Fla		28,200											33
34	Frenchman's Bay, Me													34
35	Galveston, Tex	12						36,288	168,872					35
36	Genesee, N. Y				72			8,507						36
37	Georgetown, D. C							37						37
38	Georgetown, S. C													38

39	Gloucester, Mass													39
40	Hartford, Conn				3,340			4,573						40
41	Humboldt, Cal													41
42	Huron, Mich													42
43	Indianapolis, Ind							7,701						43
44	Kansas City, Mo													44
45	Kennebunk, Me													45
46	Key West, Fla													46
47	Louisville, Ky							841						47
48	Machias, Me													48
49	Marblehead, Mass													49
50	Memphis, Tenn							924						50
51	Miami, Ohio							257						51
52	Michigan, Mich													52
53	Milwaukee, Wis				249									53
54	Minnesota, Minn				510			48,522						54
55	Mobile, Ala								14,505					55
56	Montana and Idaho													56
57	Newark, N. J													57
58	New Bedford, Mass													58
59	Newburyport, Mass													59
60	New Haven, Conn							2,156						60
61	New London, Conn													61
62	New Orleans, La	544			4,157	71,630		54,005	1,211,321					62
63	Newport, R. I													63
64	New York, N. Y	1,610,448	4,673,876	132,603	7,841,526	120,141	3,000	5,630,114	16,139,343	581,670		1,304		64
65	Niagara, N. Y													65
66	Norfolk and Portsmouth, Va								161,016	795				66
67	Oregon, Oreg		8,030						52,302					67
68	Oswegatchie, N. Y													68
69	Oswego, N. Y													69
72	Passamaquoddy, Me		38,851											72
73	Pearl River, Miss	367	38,824						5,955					73
74	Pensacola, Fla	2,666	233,743			3,850			62,346					74
75	Perth Amboy, N. J								222,948					75
76	Philadelphia, Pa	155,421	81,149		384,567	382,529		658,691	2,948,890	1,660				76
77	Pittsburgh, Pa							45,339						77
79	Portland and Falmouth, Me	3,443	68,407	284,902				27	14,928					79
81	Providence, R. I				14,764			114						81
82	Puget Sound, Wash		20,773											82
83	Richmond, Va							70	369,422					83
88	Saint Louis, Mo				5,426			45,993						88
95	San Francisco, Cal							363,818	179,620					95
96	Savannah, Ga		44,537			38,959		1,635	926,614					96
100	Vermont, Vt							299						100
102	Willamette, Oreg								71,680					102
104	Wilmington, N. C		60,665						133,216					104
106	Yorktown, Va								256,120					106
	Total	4,100,192	5,671,729	692,816	8,522,088	679,981	3,000	8,063,648	27,239,023	700,800		1,304		

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Brazil.			Central American States.									
					Costa Rica.			Guatemala.			Honduras.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla	7	2,790											3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	3,040,541	1,946,694			1,560								6
7	Bangor, Me													7
11	Beaufort, S. C	30												11
13	Boston and Charlestown, Mass.	566,840	6,940	172				18,077			11,112			13
16	Brunswick, Ga		116,057											16
21	Charleston, S. C	2												21
26	Delaware, Del		24,094											26
35	Galveston, Tex	183,360												35
41	Humboldt, Cal				852									41
46	Key West, Fla										3,016			46
55	Mobile, Ala	113	4,700								10,969	5,565		55
62	New Orleans, La	2,834,009			151,916	89,827	3,120	97,126	38,899	3,529	600,110	123,482	13,549	62
64	New York, N. Y	45,538,453	4,558,874	52,835	916,184	487,617	5,046	1,005,833	211,295	774	232,712	253,778	2,633	64
67	Oregon, Oreg		10,000											67
70	Pamlico, N. C	3,880												70
73	Pearl River, Miss		3,960											73
74	Pensacola, Fla	109	56,264											74
76	Philadelphia, Pa	710,190	119,268	362										76
79	Portland and Falmouth, Me			2,861										79
82	Puget Sound, Wash		8,632											82
83	Richmond, Va		755,605											83
86	Saint John's, Fla					1,757								86
90	Saint Mary's, Ga		16,413			3,383								90
95	San Francisco, Cal	9,244			340,564	119,786	214	1,527,677	302,985	22,672		42,916		95
96	Savannah, Ga		6,900											96
102	Willamette, Oreg	10												102
104	Wilmington, N. C	87	5,242											104
106	Yorktown, Va	66,301	429,220											106
	Total	52,953,176	8,071,653	56,230	1,409,516	703,930	8,380	2,648,713	553,179	26,975	857,919	425,741	16,182	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	CENTRAL AMERICAN STATES—Continued.						CHILI.			CHINA.			
		NICARAGUA.			SAN SALVADOR.									
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	38,081	2,290					172,611			3,383			6
7	Bangor, Me													7
8	Barnstable, Mass							43,553						8
9	Bath, Me													9
10	Beaufort, N. C													10
11	Beaufort, S. C													11
12	Belfast, Me													12
13	Boston and Charlestown, Mass.	23,732						484,251	540,957	1,192	22,592			13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J							51,810						15
16	Brunswick, Ga													16
21	Charleston, S. C							27,372						21
22	Chicago, Ill										287,251			22
25	Cuyahoga, Ohio										204			25
37	Georgetown, D. C										81			37
47	Louisville, Ky										15			47
55	Mobile, Ala	5,854												55
58	New Bedford, Mass							29,732						58
60	New Haven, Conn										18			60
62	New Orleans, La	258,252	121,162	4,719										62
64	New York, N. Y	1,216,065	483,399	16,777	297,798	219,234	761	1,675,559	1,247,743	5,439	12,634,204	5,134,346		64
67	Oregon, Oreg										50	8,597		67
74	Pensacola, Fla							34						74
76	Philadelphia, Pa	102,197	26,695	527				334,651			358			76
82	Puget Sound, Wash								220,156		3,807	42,907		82
88	Saint Louis, Mo										78			88
95	San Francisco, Cal	17,981	67,605		761,543	257,891		43,660	53,651		6,124,739	1,055,016		95
102	Willamette, Oreg											5,760		102
	Total	1,662,162	701,151	22,023	1,059,341	477,125	761	2,863,233	2,062,507	6,631	19,076,780	6,246,626		

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Denmark and Dependencies.									Ecuador.			
		Denmark.			Danish West Indies.			Greenland, Iceland, and the Faroe Islands.						
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md					5,323								6
7	Bangor, Me					3,831								7
8	Barnstable, Mass													8
9	Bath, Me					316								9
10	Beaufort, N. C													10
11	Beaufort, S. C		11,700											11
12	Belfast, Me													12
13	Boston and Charlestown, Mass.	24,972	18,471			10,663	76							13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga													16
17	Buffalo Creek, N. Y													17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
20	Champlain, N. Y													20
21	Charleston, S. C													21
22	Chicago, Ill	1,704												22
23	Cincinnati, Ohio													23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio													25
26	Delaware, Del													26
27	Denver, Colo													27
28	Detroit, Mich				105									28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn													31
32	Fall River, Mass													32
33	Fernandina, Fla					2,251								33
34	Frenchman's Bay, Me													34
35	Galveston, Tex		116 583											35
36	Genesee, N. Y													36

37	Georgetown, D. C													37
38	Georgetown, S. C													38
39	Gloucester, Mass													39
40	Hartford, Conn													40
41	Humboldt, Cal													41
42	Huron, Mich													42
43	Indianapolis, Ind													43
44	Kansas City, Mo													44
45	Kennebunk, Me													45
46	Key West, Fla													46
47	Louisville, Ky													47
48	Machias, Me													48
49	Marblehead, Mass													49
50	Memphis, Tenn													50
51	Miami, Ohio													51
52	Michigan, Mich													52
53	Milwaukee, Wis	103			400									53
54	Minnesota, Minn													54
55	Mobile, Ala													55
56	Montana and Idaho													56
57	Newark, N. J													57
58	New Bedford, Mass													58
59	Newburyport, Mass													59
60	New Haven, Conn				98,997	72,381	3,083							60
61	New London, Conn													61
62	New Orleans, La		267,001											62
63	Newport, R. I													63
64	New York, N. Y	268,516	3,347,655	11,107	400,550	457,286	5,623				1,063,235	958,604	3,263	64
65	Niagara, N. Y													65
66	Norfolk and Portsmouth, Va					4,451								66
67	Oregon, Oreg													67
68	Oswegatchie, N. Y													68
69	Oswego, N. Y													69
70	Pamlico, N. C													70
71	Paso del Norte, Tex. and N. Mex													71
72	Passamaquoddy, Me													72
73	Pearl River, Miss											13,000		73
74	Pensacola, Fla				11									74
75	Perth Amboy, N. J					1,728								75
76	Philadelphia, Pa	35,538	131,183			26,000		157,034						76
77	Pittsburgh, Pa	7,921												77
78	Plymouth, Mass													78
79	Portland and Falmouth, Me													79
80	Portsmouth, N. H													80
81	Providence, R. I													81
86	Saint John's, Fla					1,972								86
88	Saint Louis, Mo				612									88
95	San Francisco, Cal										67,934	77,788	117	95
106	Yorktown, Va					18,642								100
	Total	338,754	3,892,593	11,107	500,675	604,844	8,782	157,034			1,131,169	1,049,392	3,380	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which imported and from which exported.	FRANCE AND DEPENDENCIES.												
		France.			French West Indies.			French Guiana.			Miquelon, Langley, and Saint Pierre Islands.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va.					4,626								2
3	Apalachicola, Fla		10,893											3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	145,595	6,028,614	189		10,338								6
7	Bangor, Me													7
8	Barnstable, Mass													8
9	Bath, Me													9
10	Beaufort, N. C													10
11	Beaufort, S. C													11
12	Belfast, Me					8,760								12
13	Boston and Charlestown, Mass.	3,500,292	14,000		13,424	2,421		1,332	23,839	303	62,135	257,774	12,379	13
14	Brazos de Santiago, Tex	1,708												14
15	Bridgeton, N. J													15
16	Brunswick, Ga		11,527		13									16
17	Buffalo Creek, N. Y	89,305												17
18	Cape Vincent, N. Y													18
19	Castine, Me.													19
20	Champlain, N. Y													20
21	Charleston, S. C		2,005,633											21
22	Chicago, Ill	1,495,131												22
23	Cincinnati, Ohio	277,515												23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio	35,257												25
26	Delaware, Del	337												26
27	Denver, Colo	4,283												27
28	Detroit, Mich	160,205												28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn	159												31
32	Fall River, Mass													32
33	Fernandina, Fla					14,348								33
34	Frenchman's Bay, Me													34
35	Galveston, Tex	8,263	1,452,902											35

36	Genesee, N. Y	86,869												36
37	Georgetown, D. C	16,165												37
38	Georgetown, S. C					5,011								38
39	Gloucester, Mass													39
40	Hartford, Conn	12,543												40
41	Humboldt, Cal													41
42	Huron, Mich													42
43	Indianapolis, Ind	3,554												43
44	Kansas City, Mo	12,302												44
45	Kennebunk, Me													45
46	Key West, Fla													46
47	Louisville, Ky	19,853												47
48	Machias, Me													48
49	Marblehead, Mass													49
50	Memphis, Tenn	2,226												50
51	Miami, Ohio	1,259												51
52	Michigan, Mich													52
53	Milwaukee, Wis	26,544												53
54	Minnesota, Minn	20,886												54
55	Mobile, Ala		11,713											55
56	Montana and Idaho													56
57	Newark, N. J													57
58	New Bedford, Mass				3,769									58
59	Newburyport, Mass											1,140		59
60	New Haven, Conn	6,673												60
62	New Orleans, La	428,851	17,769,226	37,554										62
64	New York, N. Y	57,458,495	18,802,935	1,489,541	333,549	1,056,432	15,242	116	113,885	4,685	8,789	39,635	214	64
66	Norfolk and Portsmouth, Va	34,828	13,410			4,030								66
67	Oregon, Oreg		27,480											67
70	Pamlico, N. C					3,280								70
73	Pearl River, Miss		56,147											73
74	Pensacola, Fla	43	77,603		20									74
75	Perth Amboy, N. J											1,214		75
76	Philadelphia, Pa	2,466,928	5,132,096	10,132	48,848	23,947								76
77	Pittsburgh, Pa	9,668												77
79	Portland and Falmouth, Me	1,691			6,921	172,819	3,192							79
81	Providence, R. I	47,924												81
83	Richmond, Va	838	90,200											83
86	Saint John's, Fla					8,208								86
87	Saint Joseph, Mo	142												87
88	Saint Louis, Mo	200,918												88
95	San Francisco, Cal	1,525,713	2,508,026	38,260										95
96	Savannah, Ga	1,433	842,838											96
101	Waldoborough, Me					8,158								101
102	Willamette, Oreg	3,177												102
103	Wilmington, Cal	1												103
104	Wilmington, N. C	50	341,447		81	11,966								104
106	Yorktown, Va		485,304											106
	Total	68,107,624	55,681,994	1,575,676	406,625	1,334,344	18,434	1,448	137,724	4,988	70,924	299,763	12,593	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	FRANCE AND DEPENDENCIES—Continued.									GERMANY.			
		French East Indies.			French possessions in Africa and adjacent islands.			French possessions, all other.						
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla				6									3
4	Aroostook, Me													4
5	Atlanta, Ga										1,348			5
6	Baltimore, Md				213,471						1,287,988	3,675,016	100	6
7	Bangor, Me													7
8	Barnstable, Mass										22,664			8
9	Bath, Me													9
10	Beaufort, N. C													10
11	Beaufort, S. C										616	147,570		11
12	Belfast, Me													12
13	Boston and Charlestown, Mass.				71,386	143,488	1,093				4,117,480	109,958		13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga											91,477		16
17	Buffalo Creek, N. Y										79,759			17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
20	Champlain, N. Y													20
21	Charleston, S. C										161,028	3,095,187		21
22	Chicago, Ill										1,634,468			22
23	Cincinnati, Ohio										1,184,892			23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio										103,516			25
26	Delaware, Del										2,319			26
27	Denver, Colo										22,922			27
28	Detroit, Mich										81,051			28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn													31
32	Fall River, Mass													32
33	Fernandina, Fla													33
34	Frenchman's Bay, Me													34
35	Galveston, Tex										39,668	3,414,270		35

36	Genesee, N. Y										97,840			36
37	Georgetown, D. C										26,299			37
38	Georgetown, S. C													38
39	Gloucester, Mass													39
40	Hartford, Conn										41,918			40
41	Humboldt, Cal								3,002					41
42	Huron, Mich													42
43	Indianapolis, Ind										72,277			43
44	Kansas City, Mo										25,934			44
45	Kennebunk, Me													45
46	Key West, Fla													46
47	Louisville, Ky										467,585			47
48	Machias, Me													48
49	Marblehead, Mass													49
50	Memphis, Tenn										26,430			50
51	Miami, Ohio										17,493			51
52	Michigan, Mich													52
53	Milwaukee, Wis										152,632			53
54	Minnesota, Minn										272,832			54
55	Mobile, Ala											8,386		55
56	Montana and Idaho													56
57	Newark, N. J													57
58	New Bedford, Mass													58
59	Newburyport, Mass													59
60	New Haven, Conn										1,405			60
61	New London, Conn													61
62	New Orleans, La										212,397	10,627,792	4,891	62
63	Newport, R. I													63
64	New York, N. Y		176,983		55,502	171,031					64,728,765	28,579,392	1,230,861	64
66	Norfolk and Portsmouth, Va										4,382	61,300		66
68	Oswegatchie, N. Y										249			68
73	Pearl River, Miss					10,779						15,200		73
74	Pensacola, Fla				35	5,522					3,370	36,407		74
75	Perth Amboy, N. J											204,511		75
76	Philadelphia, Pa				151,890						3,518,092	2,419,337		76
77	Pittsburgh, Pa										129,595			77
79	Portland and Falmouth, Me										33,225			79
81	Providence, R. I										69,761			81
82	Puget Sound, Wash								6,821					82
83	Richmond, Va										754	21,000		83
87	Saint Joseph, Mo										17,997			87
88	Saint Louis, Mo										1,001,602			88
93	San Diego, Cal										595			93
95	San Francisco, Cal							267,032	392,059	27,524	858,541	13,423	18,765	95
96	Savannah, Ga										30,453	4,141,759		96
102	Willamette, Oreg										8,249			102
104	Wilmington, N. C				53						87,169	401,105		104
106	Yorktown, Va											53,565		106
	Total		176,983		492,343	330,820	1,093	267,032	401,882	27,524	80,647,560	57,316,655	1,254,617	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	GREAT BRITAIN AND DEPENDENCIES.												
		ENGLAND.			SCOTLAND.			IRELAND.			GIBRALTAR.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla		30,808			11,291		74	23,051					3
4	Aroostook, Me													4
5	Atlanta, Ga	5,322												5
6	Baltimore, Md	5,159,461	24,812,020	1,259	419,730	3,801,223		66,072	3,446,463			24,486		6
7	Bangor, Me				1,230	41,384								7
8	Barnstable, Mass													8
9	Bath, Me	16,389												9
10	Beaufort, N. C													10
11	Beaufort, S. C		856,397		180	110,953			109,117					11
12	Belfast, Me													12
13	Boston and Charlestown, Mass.	20,743,063	45,819,496	332,448	2,097,039	4,977,409	2,382	509,407						13
14	Brazos de Santiago, Tex	282												14
15	Bridgeton, N. J													15
16	Brunswick, Ga	1,659	747,773			14,266			36,817					16
17	Buffalo Creek, N. Y	285,904												17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
20	Champlain, N. Y													20
21	Charleston, S. C	85,197	4,933,770		117	66,373			42,632					21
22	Chicago, Ill	4,030,671			414,339			243,563						22
23	Cincinnati, Ohio	915,542			41,809			2,322						23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio	335,053			54,792			2,638						25
26	Delaware, Del	42,510			434									26
27	Denver, Colo	19,616												27
28	Detroit, Mich	187,943			50,487			1,619						28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn	1,562												31
32	Fall River, Mass													32
33	Fernandina, Fla	23,896				8,514								33
34	Frenchman's Bay, Me													34
35	Galveston, Tex	251,470	12,017,370	2,407					471,366					35
36	Genesee, N. Y	152,228			5,792			1,157						36

37	Georgetown, D. C	27,585						11						37
38	Georgetown, S. C													38
39	Gloucester, Mass	1,724												39
40	Hartford, Conn	475,947			366									40
41	Humboldt, Cal													41
42	Huron, Mich													42
43	Indianapolis, Ind	121,840												43
44	Kansas City, Mo	313,735			10,740			950						44
45	Kennebunk, Me													45
46	Key West, Fla		210											46
47	Louisville, Ky	85,895			15,076			10,333						47
48	Machias, Me													48
49	Marblehead, Mass													49
50	Memphis, Tenn	13,067			3,503									50
51	Miami, Ohio	23,377			595			88						51
52	Michigan, Mich													52
53	Milwaukee, Wis	251,289			9,329									53
54	Minnesota, Minn	292,745			102,159			9,098						54
55	Mobile, Ala	37,154	2,357,284		30	8,233			11,736					55
56	Montana and Idaho	25												56
57	Newark, N. J													57
58	New Bedford, Mass	11												58
59	Newburyport, Mass													59
60	New Haven, Conn	24,809			214									60
61	New London, Conn													61
62	New Orleans, La	2,243,055	40,150,411	330,564	66,922	78,490		87,883	565,870			186,390		62
63	Newport, R. I													63
64	New York, N. Y	81,815,724	116,931,990	2,178,707	10,938,868	18,636,290	111,578	7,956,459	1,720,884	649	5,943	450,074	5,005	64
66	Norfolk and Portsmouth, Va	54,302	14,731,183	109,098		720			2,490					66
67	Oregon, Oreg	217,487	967,894		495				259,277					67
73	Pearl River, Miss		57,649			10,360			6,720					73
74	Pensacola, Fla	43,885	691,590			111,101		25	41,487			8,670		74
75	Perth Amboy, N. J	284,105	399,721											75
76	Philadelphia, Pa	15,240,205	14,521,156	48,584	907,161	1,408,219	63	220,037	1,231,208					76
77	Pittsburgh, Pa	459,474			51,091			1,173						77
79	Portland and Falmouth, Me	382,281	1,242,707		5,768	28,968								79
81	Providence, R. I	270,680			5,414			1,027						81
82	Puget Sound, Wash	15,453	8,358											82
83	Richmond, Va	71,594	637,650		1,023			599						83
87	Saint Joseph, Mo	87,993						1,094						87
88	Saint Louis, Mo	1,291,470			85,769			28,226						88
93	San Diego, Cal	3,762												93
94	Sandusky, Ohio	6												94
95	San Francisco, Cal	3,441,749	11,563,334	91,797	112,989	62,884		34,419	5,192,852			57,430		95
96	Savannah, Ga	120,211	10,963,429		3,187	77,438		16,136	159,467					96
102	Willamette, Oreg	232,303	403,672		7,411				4,549,285					102
103	Wilmington, Cal	56,221							152,630					103
104	Wilmington, N. C	17,711	4,620,821			116,236			37,800					104
106	Yorktown, Va	182,332	5,828,895			129,837			44,214					106
	Total	140,458,974	315,295,588	3,094,864	15,414,059	29,700,189	114,023	9,194,410	18,105,366	649	5,943	727,050	5,005	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	GREAT BRITAIN AND DEPENDENCIES—Continued.												
		Nova Scotia, New Brunswick, and Prince Edward Island.			Quebec, Ontario, Manitoba, and the Northwest Territory.			British Columbia.			Newfoundland and Labrador.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska							18,636	7,336					1
2	Alexandria, Va	7,033												2
3	Apalachicola, Fla													3
4	Aroostook, Me	183,503			8,324									4
5	Atlanta, Ga													5
6	Baltimore, Md	5,998	42,068				55				8,080	46,622		6
7	Bangor, Me	805,286												7
8	Barnstable, Mass	1,977												8
9	Bath, Me	5,973			26,401									9
10	Beaufort, N. C													10
11	Beaufort, S. C													11
12	Belfast, Me	16,636												12
13	Boston and Charlestown, Mass.	1,931,076	1,108,231	81,041	1,562		164,797				32,097	195,996	1,130	13
14	Brazos de Santiago, Tex													14
16	Brunswick, Ga		19,548											16
17	Buffalo Creek, N. Y				5,552,293	384,008	3,382							17
18	Cape Vincent, N. Y				349,452	189,677	10,660							18
19	Castine, Me	222	1,400											19
20	Champlain, N. Y				3,359,200	1,746,594								20
21	Charleston, S. C	149	7,748											21
22	Chicago, Ill	36,666			377,448	1,456,844	4,398				362			22
23	Cincinnati, Ohio	1,734			2,733									23
25	Cuyahoga, Ohio				103,318	327,358								25
26	Delaware, Del	923												26
27	Denver, Colo				230									27
28	Detroit, Mich				1,869,467	5,325,204	36,438							28
29	Duluth, Minn				89,519	3,293,595	16,234							29
30	Erie, Pa				21,747									30
31	Fairfield, Conn	4,041	3,481											31
32	Fall River, Mass	8,168												32
34	Frenchman's Bay, Me	947												34
36	Genesee, N. Y				464,862	521,987								36
37	Georgetown, D. C	9,858												37
39	Gloucester, Mass	41,396									14,633	9,421		39
42	Huron, Mich	16,403			2,110,271	8,394,215	272,984							42

43	Indianapolis, Ind				2,673									43
45	Kennebunk, Me	841												45
48	Machias, Me	1,227	48	250										48
49	Marblehead, Mass	13,047												49
51	Miami, Ohio				1,543	778,033								51
52	Michigan, Mich				70	289,582								52
53	Milwaukee, Wis				10,951									53
54	Minnesota, Minn	2,845			555,854	782,984	12,435		3,168					54
56	Montana and Idaho				4,989									56
57	Newark, N. J	26,667	32,560									2,052		57
58	New Bedford, Mass	2,159												58
59	Newburyport, Mass	6,051												59
60	New Haven, Conn	6,855												60
61	New London, Conn	905	9											61
62	New Orleans, La						5,000							62
63	Newport, R. I	4,068												63
64	New York, N. Y	821,516	652,130	83,451	2,609	5,482	1,709,104			210	113,135	907,853	5,740	64
65	Niagara, N. Y				3,505,111	62,827								65
66	Norfolk and Portsmouth, Va	491												66
67	Oregon, Oreg							1,650	451					67
68	Oswegatchie, N. Y				2,381,642	1,572,060	44,960							68
69	Oswego, N. Y				4,559,339	1,391,245	33,117							69
72	Passamaquoddy, Me	588,487	379,652	101										72
75	Perth Amboy, N. J		4,110									5,423		75
76	Philadelphia, Pa	44,158	21,468	86	20	3,150	3,270							76
77	Pittsburgh, Pa				670									77
79	Portland and Falmouth, Me	207,603	12,097		90,826		1,238							79
80	Portsmouth, N. H	27,183			4,768									80
81	Providence, R. I	49,900	221											81
82	Puget Sound, Wash				17			328,076	747,434	1,220				82
83	Richmond, Va	1,811												83
84	Saco, Me	96												84
86	Saint John's, Fla	1,371												86
88	Saint Louis, Mo	5,498			14,798									88
91	Salem and Beverly, Mass	20,339	173											91
93	San Diego, Cal							47,861	19					93
94	Sandusky, Ohio				53,656	239,589								94
95	San Francisco, Cal							1,145,140	739,676	174,817				95
96	Savannah, Ga	40	3,487											96
97	Stonington, Conn	6,163												97
98	Superior, Mich				105,843	143,537								98
100	Vermont, Vt				5,572,649	1,602,795								100
101	Waldoborough, Me	62,495												101
102	Willamette, Oreg				1,323			21,298	30,755	826				102
103	Wilmington, Cal							97,507						103
104	Wilmington, N. C	236												104
105	Wiscasset, Me	890												105
	Total	4,980,931	a2,288,431	164,929	31,206,178	a28,510,766	2,318,072	1,660,168	1,528,839	177,073	168,307	1,167,367	6,870	

a Incomplete, owing to the absence of law providing the means of collecting statistics of exports to adjacent foreign territories in cars and other land vehicles.

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	GREAT BRITAIN AND DEPENDENCIES—Continued.												
		BRITISH WEST INDIES.			BRITISH GUIANA.			BRITISH HONDURAS.			BRITISH EAST INDIES.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla	12			36									3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	364,586	109,943	768		133,937	1,995							6
7	Bangor, Me	1,791	19,680											7
8	Barnstable, Mass		500											8
9	Bath, Me		800											9
10	Beaufort, N. C													10
11	Beaufort, S. C	60	2,100											11
12	Belfast, Me	508	2,991											12
13	Boston and Charlestown, Mass.	1,132,633	149,417	1,465	474,048	104,295	11,533				2,932,074			13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga	1,406	1,423											16
17	Buffalo Creek, N. Y										395			17
18	Cape Vincent, N. Y													18
19	Castine, Me		4,307											19
20	Champlain, N. Y													20
21	Charleston, S. C	14,429	33,076											21
22	Chicago, Ill	264									1,234			22
23	Cincinnati, Ohio													23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio	1,173												25
26	Delaware, Del		50											26
27	Denver, Colo													27
28	Detroit, Mich													28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn													31
32	Fall River, Mass													32
33	Fernandina, Fla		67,375			14,456								33
34	Frenchman's Bay, Me													34
35	Galveston, Tex	24,609			36									35
36	Genesee, N. Y	3,416												36
37	Georgetown, D. C	11,846												37

38	Georgetown, S. C		11,726			2,057								38
39	Gloucester, Mass													39
40	Hartford, Conn													40
41	Humboldt, Cal													41
42	Huron, Mich													42
43	Indianapolis, Ind													43
44	Kansas City, Mo													44
45	Kennebunk, Me													45
46	Key West, Fla	8,404	7,697	1,191					420					46
47	Louisville, Ky	587												47
48	Machias, Me		1,945											48
49	Marblehead, Mass													49
50	Memphis, Tenn													50
51	Miami, Ohio													51
52	Michigan, Mich													52
53	Milwaukee, Wis													53
54	Minnesota, Minn													54
55	Mobile, Ala	4,175	29,822					2,117	3,232					55
56	Montana and Idaho													56
57	Newark, N. J													57
58	New Bedford, Mass	35												58
59	Newburyport, Mass													59
60	New Haven, Conn	2,709												60
61	New London, Conn	9,857												61
62	New Orleans, La	25,027	4,501	69				240,329	136,314	2,975	9,880			62
63	Newport, R. I													63
64	New York, N. Y	9,072,299	5,753,083	175,977	1,746,139	1,035,118	32,300	59,647	206,838	2,447	14,333,805	3,426,509	530	64
65	Niagara, N. Y													65
66	Norfolk and Portsmouth, Va	6	62,142			79,601								66
70	Pimlico, N. C	4,302	3,791											70
73	Pearl River, Miss								717					73
74	Pensacola, Fla	613			23			1,190	1,989					74
75	Perth Amboy, N. J		2,450											75
76	Philadelphia, Pa	610,143	134,064		519,591	50,254					297,267	406,019		76
77	Pittsburgh, Pa	7,405												77
79	Portland and Falmouth, Me	218,557	14,470	2,009										79
81	Providence, R. I	9,683												81
83	Richmond, Va	1,252	1,462											83
85	Saint Augustine, Fla	1,836	593											85
86	Saint John's, Fla	6,984	19,693	692		1,073								86
88	Saint Louis, Mo	1,509												88
91	Salem and Beverly, Mass										106,814			91
95	San Francisco, Cal										1,154,921	69,519		95
96	Savannah, Ga	19,269	1,089											96
104	Wilmington, N. C	2,634	22,383	3		2,420								104
105	Wiscasset, Me	5,760	1,182											105
106	Yorktown, Va		1,275											106
	Total	11,569,779	6,465,030	182,174	2,739,873	1,423,211	45,828	303,283	349,510	5,422	18,836,090	3,902,047	530	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	GREAT BRITAIN AND DEPENDENCIES—Continued.												
		HONG-KONG.			BRITISH POSSESSIONS IN AFRICA AND ADJACENT ISLANDS.			BRITISH POSSESSIONS IN AUSTRALASIA.			BRITISH POSSESSIONS, ALL OTHER.			
		Imports.	Domestic exports	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla				46	2,865								3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md													6
7	Bangor, Me													7
8	Barnstable, Mass													8
9	Bath, Me							52,382						9
10	Beaufort, N. C													10
11	Beaufort, S. C													11
12	Belfast, Me													12
13	Boston and Charlestown, Mass	17,246			279,189	431,917	8,615	913,560	1,126,987	16,838	244,531			13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga													16
17	Buffalo Creek, N. Y													17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
20	Champlain, N. Y													20
21	Charleston, S. C				5									21
22	Chicago, Ill	9,609												22
23	Cincinnati, Ohio													23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio													25
26	Delaware, Del													26
27	Denver Colo													27
28	Detroit, Mich													28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn													31
32	Fall River, Mass													32
33	Fernandina, Fla					3,389								33
34	Frenchman's Bay, Me													34
35	Galveston, Tex				4,700									35
36	Genesee, N. Y													36

37	Georgetown, D. C													37
38	Georgetown, S. C													38
39	Gloucester, Mass													39
40	Hartford, Conn							4,868	54,003					40
41	Humboldt, Cal													41
42	Huron, Mich													42
43	Indianapolis, Ind							1						43
44	Kansas City, Mo													44
45	Kennebunk, Me													45
46	Key West, Fla													46
47	Louisville, Ky													47
48	Machias, Me													48
49	Marblehead, Mass													49
50	Memphis, Tenn													50
51	Miami, Ohio													51
52	Michigan, Mich													52
53	Milwaukee, Wis													53
54	Minnesota, Minn								2,844					54
55	Mobile, Ala				12									55
56	Montana and Idaho													56
57	Newark, N. J													57
58	New Bedford, Mass				10	4,672								58
59	Newburyport, Mass													59
60	New Haven, Conn													60
61	New London, Conn											6,180		61
62	New Orleans, La				507									62
63	Newport, R. I													63
64	New York, N. Y	1,396,072	410,500	45	818,330	930,812	3,038	1,492,068	6,756,131	33,960	796,030	454,110		64
65	Niagara, N. Y													65
66	Norfolk and Portsmouth, Va													66
67	Oregon, Oreg							11,746						67
68	Oswegatchie, N. Y													68
69	Oswego, N. Y													69
70	Pamlico, N. C													70
71	Paso del Norte, Tex. and N. M													71
72	Passamaquoddy, Me													72
73	Pearl River, Miss													73
74	Pensacola, Fla				781	7,394								74
75	Perth Amboy, N. J													75
76	Philadelphia, Pa				129,360			53,035			3,746	13,239		76
77	Pittsburgh, Pa													77
78	Plymouth, Mass													78
79	Portland and Falmouth, Me													79
80	Portsmouth, N. H													80
82	Puget Sound, Wash		6,571					465	465,004					82
93	San Diego, Cal							46,404						93
95	San Francisco, Cal		2,489,117	3,942		79,207		1,602,424	1,138,505	74,163				95
102	Willamette, Oreg	13,554	73,867					46,813						102
103	Wilmington, Cal							187,353						103
	Total	1,436,481	2,980,055	3,987	1,232,940	1,460,256	11,653	4,411,119	9,543,474	124,961	1,044,307	473,529		

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Greece.			Hawaiian Islands.			Hayti.			Italy.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	28,295									474,633	269,070		6
7	Bangor, Me								3,601		108	57,660		7
8	Barnstable, Mass										22,827			8
9	Bath, Me													9
10	Beaufort, N. C							1,560						10
11	Beaufort, S. C										10,560			11
12	Belfast, Me								2,152					12
13	Boston and Charlestown, Mass				1,187	186,532	1,037	288,343	176,027	41,333	1,311,665	16,000		13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga											3,812		16
17	Buffalo Creek, N. Y										900			17
18	Cape Vincent, N. Y													18
19	Castine, Me										1,458			19
20	Champlain, N. Y													20
21	Charleston, S. C										231,439	224,280		21
22	Chicago, Ill										13,719			22
23	Cincinnati, Ohio										3,277			23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio										2,832			25
26	Delaware, Del													26
27	Denver, Colo										3,084			27
28	Detroit, Mich										2,402			28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn													31
32	Fall River, Mass													32
33	Fernandina, Fla													33
34	Frenchman's Bay, Me													34
35	Galveston, Tex										315	105,405		35
36	Genesee, N. Y										959			36
37	Georgetown, D. C										8,688			37
38	Georgetown, S. C													38
39	Gloucester, Mass										49,250			39

											55			40
40	Hartford, Conn													41
41	Humboldt, Cal					48,230								42
42	Huron, Mich										4,590			43
43	Indianapolis, Ind										257			44
44	Kansas City, Mo													45
45	Kennebunk, Me													46
46	Key West, Fla										5,634			47
47	Louisville, Ky													48
48	Machias, Me													49
49	Marblehead, Mass										286			50
50	Memphis, Tenn													51
51	Miami, Ohio													52
52	Michigan, Mich										4,433			53
53	Milwaukee, Wis										5,043			54
54	Minnesota, Minn											4,820		55
55	Mobile, Ala													56
56	Montana and Idaho													57
57	Newark, N. J													58
58	New Bedford, Mass													59
59	Newburyport, Mass										9			60
60	New Haven, Conn							4,529						61
61	New London, Conn							119			393,626	2,410,307	150	62
62	New Orleans, La	1,472												63
63	Newport, R. I													64
64	New York, N. Y	911,023	11,607			141,326	168	1,328,469	2,827,003	129,477	15,525,135	6,310,803	114,973	65
65	Niagara, N. Y													66
66	Norfolk and Portsmouth, Va							3,000			187	66,885		67
67	Oregon, Oreg					7,000								68
68	Oswegatchie, N. Y													69
69	Oswego, N. Y													70
70	Pamlico, N. C													71
71	Paso del Norte, Tex. and N. Mex													72
72	Passamaquoddy, Me										1,615			73
73	Pearl River, Miss										188			74
74	Pensacola, Fla										2,360	201,151		75
75	Perth Amboy, N. J													76
76	Philadelphia, Pa	51,240	159,890					82,331			1,212,548	2,032,708		77
77	Pittsburgh, Pa										3,325			79
79	Portland and Falmouth, Me										8,534			81
81	Providence, R. I	270						44,186			14,697			82
82	Puget Sound, Wash					154,862								88
88	Saint Louis, Mo	3,676									7,713			95
95	San Francisco, Cal	2,267			9,918,559	2,982,643	100,231				58,826			96
96	Savannah, Ga										193	353,580		102
102	Willamette, Oreg				2,329									104
104	Wilmington, N. C								48,295					105
105	Wiscasset, Me								2,240					106
106	Yorktown, Va										438			
	Total	998,243	171,497		9,922,075	3,520,593	101,436	1,752,537	3,059,318	170,810	19,387,808	12,056,481	115,123	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Japan.			Liberia.			Mexico.			Netherlands and dependencies.			
											Netherlands.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	972							4,607	696	152,304	3,739,711		6
7	Bangor, Me													7
8	Barnstable, Mass													8
9	Bath, Me													9
10	Beaufort, N. C													10
11	Beaufort, S. C											9,750		11
12	Belfast, Me													12
13	Boston and Charlestown, Mass.	54,845			14,123	2,239		711,329	165	1,080	433,860	23,990		13
14	Brazos de Santiago, Tex							439,614	711,256	88,395				14
15	Bridgeton, N. J													15
16	Brunswick, Ga											105,120		16
17	Buffalo Creek, N. Y	5,412									1,264			17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
20	Champlain, N. Y													20
21	Charleston, S. C											295,106		21
22	Chicago, Ill	1,735,710									38,016			22
23	Cincinnati, Ohio													23
24	Corpus Christi, Tex							905,627	864,885	186,085				24
25	Cuyahoga, Ohio	9,699									3,596			25
26	Delaware, Del										386			26
27	Denver, Colo	34												27
28	Detroit, Mich	1,535									99,596			28
29	Duluth, Minn													29
30	Erie, Pa													30
31	Fairfield, Conn													31
32	Fall River, Mass													32
33	Fernandina, Fla								1,108					33
34	Frenchman's Bay, Me													34
35	Galveston, Tex							152,361	402,514	816	2,015	199,869		35

36	Genesee, N. Y							800			5,698			36
37	Georgetown, D. C	1,959												37
38	Georgetown, S. C													38
39	Gloucester, Mass										11,515			39
40	Hartford, Conn	2,929												40
41	Humboldt, Cal								4,137					41
42	Huron, Mich	268,667												42
43	Indianapolis, Ind													43
44	Kansas City, Mo	1,704												44
45	Kennebunk, Me													45
46	Key West, Fla							258	1,400					46
47	Louisville, Ky										2,706			47
48	Machias, Me													48
49	Marblehead, Mass													49
50	Memphis, Tenn													50
51	Miami, Ohio	2,738									1,151			51
53	Milwaukee, Wis	5,814									94,930			53
54	Minnesota, Minn	473,890									12,810			54
55	Mobile, Ala							410	1,762			30,027		55
57	Newark, N. J								1,200					57
58	New Bedford, Mass							21,000						58
60	New Haven, Conn										304			60
62	New Orleans, La							1,121,258	215,873	61,919	16,079	107,756		62
64	New York, N. Y	4,464,315	1,410,432	48,023	56,558	69,732	2,094	6,608,069	2,838,699	196,799	8,627,806	11,794,412	402,714	64
66	Norfolk and Portsmouth, Va								1,350			900		66
67	Oregon, Oreg	10							8,000					67
68	Oswegatchie, N. Y	144,336												68
71	Paso del Norte, Tex. and N. Mex							3,531,664		40,909				71
73	Pearl River, Miss							29,572	47,662			37,842		73
74	Pensacola, Fla							36	2,900			90,749		74
75	Perth Amboy, N. J								1,995			59,471		75
76	Philadelphia, Pa	18,228	1,118,590	296				30,570			227,672	320,351		76
77	Pittsburgh, Pa										181,565			77
78	Plymouth, Mass							63,535						78
79	Portland and Falmouth, Me	68,943			15,850	18,514	1,785				64			79
81	Providence, R. I										3,268			81
82	Puget Sound, Wash								31,232					82
83	Richmond, Va								481					83
87	Saint Joseph, Mo	7,428									234			87
88	Saint Louis, Mo	278						1,206			5,502			88
92	Saluria, Tex							210,210	751,614	10,955				92
93	San Diego, Cal							86,973	164,614	1,316				93
95	San Francisco, Cal	9,807,329	751,292	6,959				381,949	1,209,675	102,855				95
96	Savannah, Ga											1,505,260		96
99	Teche, La							423,399		603				99
102	Willamette, Oreg	37,406									572			102
104	Wilmington, N. C											125,242		104
	Total	17,114,181	3,280,314	55,278	86,531	90,485	3,879	14,719,840	a7,267,129	692,428	9,922,913	18,445,556	402,714	

a Incomplete, owing to the absence of law providing the means of collecting the statistics of exports to adjacent foreign countries by cars and other land vehicles.

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Netherlands and Dependencies—Continued.									Peru.			
		Dutch West Indies.			Dutch Guiana.			Dutch East Indies.						
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla		1,813											3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md													6
7	Bangor, Me	1,556	6,014											7
8	Barnstable, Mass													8
9	Bath, Me													9
10	Beaufort, N. C													10
13	Boston and Charlestown, Mass	7,044	6,379	107	429,119	224,165	3,255	59,495						13
15	Bridgeton, N. J													15
16	Brunswick, Ga													16
17	Buffalo Creek, N. Y													17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
21	Charleston, S. C	6,030												21
31	Fairfield, Conn	603												31
35	Galveston, Tex										465			35
38	Georgetown, S. C		8,753											38
41	Humboldt, Cal											4,204		41
55	Mobile, Ala	158												55
57	Newark, N. J	5,427												57
58	New Bedford, Mass	5,600												58
62	New Orleans, La	7,648												62
64	New York, N. Y	215,602	505,314	3,398	53,305	11,940	274	2,897,795	1,817,394		221,703	551,018	4,861	64
76	Philadelphia, Pa								351,705		4,200			76
81	Providence, R. I	2,484												81
82	Puget Sound, Wash											42,893		82
95	San Francisco, Cal							20,781			235,358	119,853		95
104	Wilmington, N. C	153	4,651											104
105	Wiscasset, Me	4,390												105
106	Yorktown, Va		3,376											106
	Total	256,695	536,300	3,505	482,424	236,105	3,529	2,978,071	2,169,099		461,726	717,968	4,861	

No. 1.—Total Values of IMPORTS and EXPORTS of MERCHANDISE—Year ending June 30, 1887—Continued.

	Customs Districts into which Imported and from which Exported.	Portugal and Dependencies.									Roumania.			
		Portugal.			Azore, Madeira, and Cape Verde Islands.			Portuguese Possessions in Africa and Adjacent Islands.						
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla	27	1,757						3,904					3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	336	80,289											6
7	Bangor, Me													7
8	Barnstable, Mass													8
9	Bath, Me													9
11	Beaufort, S. C				3									11
12	Belfast, Me													12
13	Boston and Charlestown, Mass.	10,243	12,320		16,973	174,006	1,426							13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga		12,752						989					10
17	Buffalo Creek, N. Y													17
21	Charleston, S. C	160												21
22	Chicago, Ill	42,630			922									22
35	Galveston, Tex							18						35
36	Genesee, N. Y	437												36
37	Georgetown, D. C	553			1,035									37
58	New Bedford, Mass				2,126	44,155	1,463	150						58
62	New Orleans, La	1,598	145,612											62
64	New York, N. Y	1,482,955	3,289,180	34,366	20,098	70,701		43,219	647		130,109			64
66	Norfolk and Portsmouth, Va					3,000								66
74	Pensacola, Fla	164	17,803						7,100					74
76	Philadelphia, Pa	139,372	893,247		284	46,355								76
79	Portland and Falmouth, Me				2,702	7,823	1,483							79
81	Providence, R. I	195												81
88	Saint Louis, Mo	446												88
96	Savannah, Ga	82	29,433		124									96
104	Wilmington, N. C				118									104
106	Yorktown, Va		24,128			5,212								108
	Total	1,679,198	4,506,521	34,366	44,385	351,252	4,372	43,387	12,640		130,109			

No. 1.—Total Values of IMPORTS and EXPORTS of MERCHANDISE—Year ending June 30, 1887—Continued.

	Customs Districts into which Imported and from which Exported.	Russia on the Baltic and White Seas.			Russia on the Black Sea.			Russia, Asiatic.			San Domingo.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md											650		6
7	Bangor, Me													7
8	Barnstable, Mass													8
9	Bath, Me													9
10	Beaufort, N. C													10
11	Beaufort, S. C													11
12	Belfast, Me													12
13	Boston and Charlestown, Mass	822,797			4,228						45,709	3,804	509	13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga		10,200											16
17	Buffalo Creek, N. Y													17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
21	Charleston, S. C		1,362,735			639,335								21
22	Chicago, Ill	742												22
35	Galveston, Tex		524,943		26									35
48	Machias, Me											2,936		48
54	Minnesota, Minn	182												54
55	Mobile, Ala		6,530											55
62	New Orleans, La		2,089,767			360,000								62
64	New York, N. Y	1 659,234	315,506		1,812,012	32,609		1,329	648		1,319,065	978,576	17,942	64
66	Norfolk and Portsmouth, Va		750											66
76	Philadelphia, Pa	4,078			546						15,352			76
81	Providence, R. I	2,050												81
86	Saint John's, Fla											1,964		86
88	Saint Louis, Mo	803												88
95	San Francisco, Cal							105,274	117,450	1,090				95
96	Savannah, Ga		2,181,057			3,376								96
104	Wilmington, N. C		90,038									26,484		104
	Total	2,489,886	6,581,526		1,816,812	1,035,320		106,603	118,098	1,090	1,380,126	1,014,414	18,451	

No. 1.—Total Values of IMPORTS and EXPORTS of MERCHANDISE—Year ending June 30, 1887—Continued.

	Customs Districts into which Imported and from which Exported.	SPAIN AND DEPENDENCIES.												
		SPAIN.			CUBA.			PORTO RICO.			PHILIPPINE ISLANDS.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va					23,647								2
3	Apalachicola, Fla					7,470								3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	272,146	31,611		108,889	170,751		4,918	14,293					6
7	Bangor, Me					500								7
8	Barnstable, Mass													8
9	Bath, Me													9
10	Beaufort, N. C													10
11	Beaufort, S. C													11
12	Belfast, Me					1,319								12
13	Boston and Charlestown, Mass.	316,362			6,028,934	94,407	657	2,181,413	15,350	2,108	1,911,871	64,742		13
14	Brazos de Santiago, Tex													14
15	Bridgeton, N. J													15
16	Brunswick, Ga		127,759		21	12,434								16
17	Buffalo Creek, N. Y	2,757			7,180									17
18	Cape Vincent, N. Y													18
19	Castine, Me													19
20	Champlain, N. Y													20
21	Charleston, S. C	64	1,526,068		27,207	2,035								21
22	Chicago, Ill	23,603			466,723									22
23	Cincinnati, Ohio	52,881			4,050									23
24	Corpus Christi, Tex													24
25	Cuyahoga, Ohio				2,264									25
26	Delaware, Del													26
27	Denver, Colo	617			57,623									27
28	Detroit, Mich				76,120									28
31	Fairfield, Conn					41,764	419							31
33	Fernandina, Fla		1,925			18,196			5,100					33
35	Galveston, Tex				1,703	25,571								35
36	Genesee, N. Y	1,063			3,812									36
37	Georgetown, D. C	3,491												37
40	Hartford, Conn	1,703												40
43	Indianapolis, Ind				1,900									43
44	Kansas City, Mo				2,170									44

No. 1.—TOTAL VALUES *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Spain and Dependencies.												
		Spain.			Cuba.			Porto Rico.			Philippine Islands.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
46	Key West, Fla				1,020,493	508,910	807							46
47	Louisville, Ky	3,229			1,640									47
48	Machias, Me					34,674								48
50	Memphis, Tenn				1,459									50
51	Miami, Ohio	330			753									51
53	Milwaukee, Wis	287			12,210									53
54	Minnesota, Minn	1,281			12,041									54
55	Mobile, Ala		8,183		550	48,591								55
58	New Bedford, Mass	7,469												58
60	New Haven, Conn				4,769			39,877						60
61	New London, Conn							87,262	340					61
62	New Orleans, La	18,469	2,072,679		688,702	6,397	16	9						62
64	New York, N. Y	4,078,294	5,965,725	27,919	30,401,561	7,929,380	399,755	1,523,413	1,564,320	25,558	6,210,908	82,940		64
66	Norfolk and Portsmouth, Va		66,140			37,392			690					66
72	Passamaquoddy, Me					4,053								72
73	Pearl River, Miss		5,594		1,513	60,659			3,155					73
74	Pensacola, Fla	119	29,813		59	109,954								74
75	Perth Amboy, N. J	50,651				26,875			1,000					75
76	Philadelphia, Pa	730,001	384,950		9,053,773	775,298		337,523	2,590		121,767			76
77	Pittsburgh, Pa				35,386									77
79	Portland and Falmouth, Me				473,540	180,551	5,827	482,413	67,365	3,585				79
81	Providence, R. I	810				2,773								81
83	Richmond, Va				18,598	15,098								83
86	Saint John's, Fla				1,490									86
87	Saint Joseph, Mo				290									87
88	Saint Louis, Mo	3,207			550,412									88
89	Saint Mark's, Fla								2,800					89
95	San Francisco, Cal				405,947						370,284			95
96	Savannah, Ga	131	2,423,970		8,871				1,160					96
102	Willamette, Oreg				10,388									102
104	Wilmington, N. C	67			22,393			4,862	29,078					104
105	Wiscasset, Me	1,836												105
106	Yorktown, Va		109,217			231								106
	Total	5,570,868	12,753,634	27,919	49,515,434	10,138,930	407,481	4,661,690	1,707,241	31,251	8,614,830	147,682		

No. 1.—TOTAL VALUES *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Spain and Dependencies—Continued. Spanish possessions in Africa and adjacent islands. Imports.	Domestic exports.	Foreign exports.	Spanish possessions, all other. Imports.	Domestic exports.	Foreign exports.	Sweden and Norway. Imports.	Domestic exports.	Foreign exports.	Switzerland. Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md							2,911	11,928		16,991			6
7	Bangor, Me													7
8	Barnstable, Mass													8
9	Bath, Me													9
11	Beaufort, S. C								12,000					11
13	Boston and Charlestown, Mass		12,992	595				912,507	6,242		160,099			13
16	Brunswick, Ga							167						16
22	Chicago, Ill							119,653			447,969			22
23	Cincinnati, Ohio							10						23
33	Fernandina, Fla		2,805											33
36	Genesee, N. Y										14,416			36
37	Georgetown, D. C										883			37
40	Hartford, Conn	9,272			3,828						3,801			40
43	Indianapolis, Ind										5,880			43
44	Kansas City, Mo										5,165			44
47	Louisville, Ky										423			47
53	Milwaukee, Wis							817						53
54	Minnesota, Minn	69						18,388			683			54
62	New Orleans, La							1,964	110,000		18,323			62
64	New York, N. Y	86,231	140,068	3,868				1,964,692	2,644,772	4,070	12,360,222	49,598		64
75	Perth Amboy, N. J								79,974					75
76	Philadelphia, Pa							75,856	139,593		488,450			76
77	Pittsburgh, Pa							14,052						77
81	Providence, R. I										21,019			81
88	Saint Louis, Mo							2,385			33,889			88
96	Savannah, Ga								72,290					96
104	Wilmington, N. C		2,804											104
	Total	95,572	158,669	4,463	3,828			3,113,402	3,076,799	4,070	13,578,213	49,598		

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs District into which Imported and from which Exported.	TURKEY AND DEPENDENCIES.									UNITED STATES OF COLOMBIA.			
		TURKEY IN EUROPE.			TURKEY IN ASIA.			TURKEY IN AFRICA.						
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla										32			3
4	Aroostook, Me													4
5	Atlanta, Ga													5
6	Baltimore, Md	262			326,289						32,708	56,307	969	6
11	Beaufort, S. C										15			11
13	Boston and Charlestown, Mass	17,464			451,956	55,926					27,675	70,139	13,656	13
16	Brunswick, Ga										162	22,883		16
17	Buffalo Creek, N. Y	6,451												17
22	Chicago, Ill	37,369			12,894			610						22
23	Cincinnati, Ohio										184			23
25	Cuyahoga, Ohio				93									25
33	Fernandina, Fla											36,207		33
36	Genesee, N. Y	13,886												35
40	Hartford, Conn	3,756												40
41	Humboldt, Cal										24			41
54	Minnesota, Minn	2,129												54
55	Mobile, Ala										4	2,325		55
60	New Haven, Conn				401			79,748						60
62	New Orleans, La	20									67,878	90,276	871	62
64	New York, N. Y	840,008	242,198		2,458,813	123,287		131,068	299,802		3,818,048	5,159,103	111,127	64
66	Norfolk and Portsmouth, Va										2,760	12,797		66
73	Pearl River, Miss											135,265		73
74	Pensacola, Fla								3,455		53	84,907		74
75	Perth Amboy, N. J											1,423		75
76	Philadelphia, Pa	163,512	43,200		364,923			44,270			350	11,878		76
83	Richmond, Va											6,455		83
88	Saint Louis, Mo	1,214			846									88
95	San Francisco, Cal										1,046	216,673	14,353	95
102	Willamette, Oreg										14			102
104	Wilmington, N. C											4,596		104
106	Yorktown, Va				91							62,731		106
	Total	1,086,071	285,398		3,616,306	179,213		255,696	303,257		3,950,953	5,973,965	140,976	

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	URUGUAY.			VENEZUELA.			ALL OTHER COUNTRIES IN ASIA.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska										1
2	Alexandria, Va										2
3	Apalachicola, Fla										3
4	Aroostook, Me										4
5	Atlanta, Ga										5
6	Baltimore, Md	46,699			40,813						6
7	Bangor, Me										7
8	Barnstable, Mass										8
9	Bath, Me										9
10	Beaufort, N. C										10
11	Beaufort, S. C										11
12	Belfast, Me										12
13	Boston and Charlestown, Mass.	476,148	31,760	133,136	26,246						13
14	Brazos de Santiago, Tex										14
15	Bridgeton, N. J										15
16	Brunswick, Ga		31,998			4,507					16
17	Buffalo Creek, N. Y										17
18	Cape Vincent, N. Y										18
19	Castine, Me										19
20	Champlain, N. Y										20
21	Charleston, S. C		10,190								21
22	Chicago, Ill							123			22
33	Fernandina, Fla		12,339			4,224					33
64	New York, N. Y	2,263,540	1,076,178	27,934	8,172,597	2,806,012	44,709	46,081	208,852		64
67	Oregon, Oreg		8,250								67
73	Pearl River, Miss		6,725								72
74	Pensacola, Fla		11,808								73
74	Perth Amboy, N. J	733	181,573								74
75	Philadelphia, Pa					6,877					75
76	Pittsburgh, Pa	31,641			2,580	1,650		2,154			76
79	Portland and Falmouth, Me		2,618	13,186							79
82	Puget Sound, Wash		13,566								82
83	Richmond, Va				19,000						83
96	Savannah, Ga		6,670								96
104	Wilmington, N. C					3,740					104
106	Yorktown, Va		50								106
	Total	2,818,761	1,393,725	174,256	8,261,236	2,827,010	44,709	48,358	208,852		

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	All other countries in Africa.			All other islands and ports.			Totals.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska							18,636	7,336		1
2	Alexandria, Va							7,033	28,273		2
3	Apalachicola, Fla							250	136,355		3
4	Aroostook, Me							191,827			4
5	Atlanta, Ga							6,670			5
6	Baltimore, Md							12,535,920	51,601,118	6,031	6
7	Bangor, Me							809,971	132,670		7
8	Barnstable, Mass							91,021	500		8
9	Bath, Me							101,145	1,116		9
10	Beaufort, N. C							1,560			10
11	Beaufort, S. C							11,464	1,259,587		11
12	Belfast, Me							17,144	15,222		12
13	Boston and Charlestown, Mass	670,383	439,563					61,018,330	57,775,156	1,226,349	13
14	Brazos de Santiago, Tex							441,604	711,256	88,395	14
15	Bridgeton, N. J							51,810			15
16	Brunswick, Ga							3,428	1,481,401		16
17	Buffalo Creek, N. Y							6,043,022	384,008	3,382	17
18	Cape Vincent, N. Y							349,452	189,677	10,660	18
19	Castine, Me							1,680	5,707		19
20	Champlain, N. Y							3,359,200	1,746,594		20
21	Charleston, S. C							553,203	14,625,218		21
22	Chicago, Ill							11,704,472	1,456,844	4,398	22
23	Cincinnati, Ohio							2,486,949			23
24	Corpus Christi, Tex							905,627	864,885	186,085	24
25	Cuyahoga, Ohio							658,126	327,358		25
26	Delaware, Del							46,909	179,340		26
27	Denver, Colo							108,409			27
28	Detroit, Mich							2,530,530	5,325,204	36,438	28
29	Duluth, Minn							89,519	3,293,595	16,234	29
30	Erie, Pa							21,747			30
31	Fairfield, Conn							6,365	45,245	419	31
32	Fall River, Mass							8,168			32
33	Fernandina, Fla							23,896	220,437		33
34	Frenchman's Bay, Me							947			34
35	Galveston, Tex							705,309	18,899,665	3,223	35
36	Genesee, N. Y							861,814	521,987		36
37	Georgetown, D. C							108,491			37
38	Georgetown, S. C								27,547		38
39	Gloucester, Mass							107,003	9,421		39
40	Hartford, Conn							575,546			40

41	Humboldt, Cal							5,744	113,576		41
42	Huron, Mich							2,395,341	8,394,215	272,984	42
43	Indianapolis, Ind							220,415			43
44	Kansas City, Mo							372,958			44
45	Kennebunk, Me							841			45
46	Key West, Fla							1,032,171	518,637	1,998	46
47	Louisville, Ky							613,817			47
48	Machias, Me							1,227	39,603	250	48
49	Marblehead, Mass							13,047			49
50	Memphis, Tenn							47,895			50
51	Miami, Ohio							49,584	778,033		51
52	Michigan, Mich							70	289,582		52
53	Milwaukee, Wis							569,988			53
54	Minnesota, Minn							1,831,967	788,996	12,435	54
55	Mobile, Ala							61,546	2,557,414		55
56	Montana and Idaho							5,014			56
57	Newark, N. J							32,094	35,812		57
58	New Bedford, Mass							72,061	48,827	1,463	58
59	Newburyport, Mass							6,051	1,140		59
60	New Haven, Conn							268,944	72,381	3,083	60
61	New London, Conn							102,553	6,529		61
62	New Orleans, La							9,652,135	79,050,983	468,926	62
63	Newport, R. I							4,068			63
64	New York, N. Y	680,597	60,061					456,698,631	306,842,375	9,504,844	64
65	Niagara, N. Y							3,505,111	62,827		65
66	Norfolk and Portsmouth, Va							99,956	15,310,247	109,893	66
67	Oregon, Oreg							231,438	1,357,281		67
68	Oswegatchie, N. Y							2,526,227	1,572,060	44,960	68
69	Oswego, N. Y							4,559,339	1,391,245	33,117	69
70	Pamlico, N. C							8,182	7,071		70
71	Paso del Norte, Tex. and N. Mex							3,531,664	(a)	40,909	71
72	Passamaquoddy, Me							590,102	429,281	101	72
73	Pearl River, Miss							31,640	521,296		73
74	Pensacola, Fla							56,329	2,067,371		74
75	Perth Amboy, N. J				3,222			337,978	1,019,720		75
76	Philadelphia, Pa							39,952,349	35,361,876	64,980	76
77	Pittsburgh, Pa							946,664			77
78	Plymouth, Mass							63,535			78
79	Portland and Falmouth, Me							2,002,388	1,831,267	320,068	79
80	Portsmouth, N. H							31,951			80
81	Providence, R. I							558,246	2,994		81
82	Puget Sound, Wash							347,818	1,769,209	1,220	82
83	Richmond, Va							115,539	1,897,373		83
84	Saco, Me							96			84
85	Saint Augustine, Fla							1,836	593		85
86	Saint John's, Fla							9,845	34,667	692	86
87	Saint Joseph, Mo							115,178			87
88	Saint Louis, Mo							3,293,476			88
89	Saint Mark's, Fla								2,800		89
90	Saint Mary's, Ga								19,796		90

a None reported, there being no law providing for the collection of statistics of the exports by car and other land vehicles to adjacent foreign territory.

No. 1.—Total Values *of* **IMPORTS** *and* **EXPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	All other countries in Africa.			All other islands and ports.			Totals.			
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
91	Salem and Beverly, Mass	.....	.....	.....	.....	.....	.....	127,153	173	.....	91
92	Saluria, Tex	.....	.....	.....	.....	.....	.....	210,210	751,614	10,955	92
93	San Diego, Cal	.....	.....	.....	.....	.....	.....	185,595	164,633	1,316	93
94	Sandusky, Ohio	.....	.....	.....	.....	.....	.....	53,662	239,589	.....	94
95	San Francisco, Cal	.....	.....	.....	.....	167,119	5,289	40,707,708	32,027,995	683,048	95
96	Savannah, Ga	.....	.....	.....	.....	.....	.....	201,765	23,783,313	.....	96
97	Stonington, Conn	.....	.....	.....	.....	.....	.....	6,163	.....	.....	97
98	Superior, Mich	.....	.....	.....	.....	.....	.....	105,843	143,537	.....	98
99	Teche, La	.....	.....	.....	.....	.....	.....	423,399	.....	603	99
100	Vermont, Vt	.....	.....	.....	.....	.....	.....	5,572,948	1,602,795	.....	100
101	Waldoborough, Me	.....	.....	.....	.....	.....	.....	62,495	8,158	.....	101
102	Willamette, Oreg	.....	.....	.....	.....	.....	.....	384,847	5,135,019	826	102
103	Wilmington, Cal	.....	.....	.....	.....	.....	.....	341,082	152,630	.....	103
104	Wilmington, N. C	.....	.....	.....	.....	.....	.....	135,614	6,088,229	3	104
105	Wiscasset, Me	.....	.....	.....	.....	.....	.....	12,876	3,422	.....	105
106	Yorktown, Va	.....	.....	.....	.....	.....	.....	249,162	7,452,017	.....	106
	Total	1,350,980	499,564	.....	3,222	167,119	5,289	692,319,768	703,022,923	13,160,288	

No. 2.

STATEMENT

SHOWING THE

TOTAL VALUES OF IMPORTS OF COIN AND BULLION FROM, AND OF EXPORTS OF DOMESTIC AND FOREIGN COIN AND BULLION TO, FOREIGN COUNTRIES,

BY COUNTRIES

AND

BY CUSTOMS DISTRICTS,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 2.—TOTAL VALUES *of* **IMPORTS** *of* **COIN** *and* **BULLION** *from, and of* **EXPORTS** *of Domestic and Foreign* **COIN** *and* **BULLION** *to,* FOREIGN COUNTRIES *during the* **Year** *ending June* 30, **1887.**

	Customs Districts into which Imported and from which Exported.	Argentine Republic.			Belgium.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
7	Key West, Fla						
12	New York, N. Y	3,910			45,162		
	Total	3,910			45,162		

	Customs Districts into which Imported and from which Exported.	Brazil.			Costa Rica.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
11	New Orleans, La					9,677	10,145
12	New York, N. Y	2,415		9,821	8,543		
18	San Francisco, Cal				2,850		
	Total	2,415		9,821	11,393	9,677	10,145

	Customs Districts into which Imported and from which Exported.	Guatemala.			Honduras.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass				2,008		
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
11	New Orleans, La	6,866			7,973		
12	New York, N. Y				1,656	500	17,515
18	San Francisco, Cal	7,196	7,885			5,000	
	Total	14,062	7,885		11,637	5,500	17,515

	Customs Districts into which Imported and from which Exported.	Nicaragua.			San Salvador.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md		2,500				
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
11	New Orleans, La	1,969					
12	New York, N. Y	17,453	5,000	3,045			
18	San Francisco, Cal	4,603			8,210	10,000	
	Total	24,025	7,500	3,045	8,210	10,000	

No. 2.—TOTAL VALUES *of* **IMPORTS** *and* **EXPORTS** *of* **COIN** *and* **BULLION—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	China.			Danish West Indies.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
12	New York, N. Y	50,000			81,609		
18	San Francisco, Cal	931,284	117,500				
	Total	981,284	117,500		81,609		

	Customs Districts into which Imported and from which Exported.	France.			French Possessions in Africa and adjacent islands.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass				3,070		
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
7	Key West, Fla						
12	New York, N. Y	12,503,453	938,250	79,598			
	Total	12,503,453	938,250	79,598	3,070		

	Customs Districts into which Imported and from which Exported.	French possessions, all other.			Germany.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
12	New York, N. Y				12,922,124	2,028,404	55,165
18	San Francisco, Cal	41,323					
	Total	41,323			12,922,124	2,028,404	55,165

	Customs Districts into which Imported and from which Exported.	England.			Nova Scotia, New Brunswick, and Prince Edward Island.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me				1,700		
3	Boston and Charlestown, Mass	4,304					
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
11	New Orleans, La	24,037					
12	New York, N. Y	8,765,378	7,239,192	1,099,774			
16	Philadelphia, Pa	336	333				
	Total	8,794,055	7,239,525	1,099,774	1,700		

No. 2.—TOTAL VALUES *of* **IMPORTS** *and* **EXPORTS** *of* **COIN** *and* **BULLION—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Quebec, Ontario, Manitoba, and the Northwest Territory.			British Columbia.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
6	Duluth, Minn	1,100					
8	Minnesota, Minn	47,273					
13	Niagara, N. Y	951,775					
18	San Francisco, Cal				674,560		
	Total	1,000,148			674,560		

	Customs Districts into which Imported and from which Exported.	British West Indies.			British Honduras.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md		2,250				
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
9	Mobile, Ala	3,000					
11	New Orleans, La				180,486		
12	New York, N. Y	709,902	4,184	1,019	10,540	10,575	58,856
	Total	712,902	6,434	1,019	191,026	10,575	58,856

	Customs Districts into which Imported and from which Exported.	British East Indies.			Hong-Kong.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
12	New York, N. Y	103,000					
18	San Francisco, Cal		1,725,203	170,128		4,403,044	7,173,427
	Total	103,000	1,725,203	170,128		4,403,044	7,173,427

	Customs Districts into which Imported and from which Exported.	British possessions in Africa and adjacent islands.			British possessions in Australasia.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass	15,902					
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
12	New York, N. Y	2,563					
18	San Francisco, Cal				1,021,769		
	Total	18,465			1,021,769		

No. 2.—TOTAL VALUES *of* **IMPORTS** *and* **EXPORTS** *of* **COIN** *and* **BULLION—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Mexico.			Netherlands.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
4	Brazos de Santiago, Tex	141,677	.....	9,162	.....	.....	.....
5	Corpus Christi, Tex	698,904	.....	23,767	.....	.....	.....
11	New Orleans, La	14,585	.....	.....	.....	.....	.....
12	New York, N. Y	323,337	.....	683	219,700	.....	.....
14	Paso del Norte, Tex. and N. Mex.	10,598,215	.....	.....	.....	.....	.....
15	Pearl River, Miss	8,932	.....	.....	.....	.....	.....
17	Salina, Tex	22,373	.....	163,200	.....	.....	.....
18	San Francisco, Cal	3,030,119	.....	83,000	.....	.....	.....
19	Teche, La	17,623	.....	.....	.....	.....	.....
	Total	14,855,765	.....	279,812	219,700	.....	.....

	Customs Districts into which Imported and from which Exported.	Dutch West Indies.			Dutch Guiana.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....	.....	.....
2	Bangor, Me	.....	.....	.....	.....	.....	.....
3	Boston and Charlestown, Mass.	.....	.....	.....	5,765	.....	.....
4	Brazos de Santiago, Tex	.....	.....	.....	.....	.....	.....
5	Corpus Christi, Tex	.....	.....	.....	.....	.....	.....
11	New Orleans, La	.....	.....	.....	.....	.....	.....
12	New York, N. Y	142,610	25,402	14,954	692	.....	.....
15	Pearl River, Miss	.....	.....	.....	.....	.....	.....
	Total	142,610	25,402	14,954	6,457	.....	.....

	Customs Districts into which Imported and from which Exported.	Hawaiian Islands.			Hayti.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....	.....	.....
2	Bangor Me	.....	.....	.....	.....	.....	.....
3	Boston and Charlestown, Mass.	.....	.....	.....	140	2,200	.....
4	Brazos de Santiago, Tex	.....	.....	.....	.....	.....	.....
5	Corpus Christi, Tex	.....	.....	.....	.....	.....	.....
12	New York, N. Y	.....	.....	.....	209,588	300,950	101,011
18	San Francisco, Cal	118,617	920,400	.....	.....	.....	.....
	Total	118,617	920,400	.....	209,728	303,150	101,011

	Customs Districts into which Imported and from which Exported.	Japan.			Liberia.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....	.....	.....
2	Bangor, Me	.....	.....	.....	.....	.....	.....
3	Boston and Charlestown, Mass.	.....	.....	.....	.....	.....	.....
4	Brazos de Santiago, Tex	.....	.....	.....	.....	.....	.....
5	Corpus Christi, Tex	.....	.....	.....	.....	.....	.....
12	New York, N. Y	.....	.....	.....	1,166	.....	.....
18	San Francisco, Cal	254,337	2,984,225	.....	.....	.....	.....
	Total	254,337	2,984,225	.....	1,166	.....	.....

No. 2.—TOTAL VALUES *of* **IMPORTS** *and* **EXPORTS** *of* **COIN** *and* **BULLION—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	Peru.			Azore, Madeira, and Cape Verde Islands.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass				20,202		
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
7	Key West, Fla						
8	Minnesota, Minn						
9	Mobile, Ala						
10	New Bedford, Mass				22,731		
11	New Orleans, La						
12	New York, N. Y		102,598				
13	Niagara, N. Y						
14	Paso del Norte, Tex. and N. Mex.						
15	Pearl River, Miss						
	Total		102,598		42,933		

	Customs Districts into which Imported and from which Exported.	San Domingo.			Cuba.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
7	Key West, Fla				9,960		
8	Minnesota, Minn						
9	Mobile, Ala						
10	New Bedford, Mass						
11	New Orleans, La				9,900		
12	New York, N. Y	27,045	53,505	185,679	4,045,954	4,475	2,156,700
13	Niagara, N. Y						
14	Paso del Norte, Tex. and N. Mex.						
15	Pearl River, Miss						
	Total	27,045	53,505	185,679	4,065,814	4,475	2,156,700

	Customs Districts into which Imported and from which Exported.	Porto Rico.			Sweden and Norway.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md						
2	Bangor, Me						
3	Boston and Charlestown, Mass						
4	Brazos de Santiago, Tex						
5	Corpus Christi, Tex						
6	Duluth, Minn						
7	Key West, Fla						
8	Minnesota, Minn						
9	Mobile, Ala						
10	New Bedford, Mass						
11	New Orleans, La						
12	New York, N. Y	49,437			1,800		
13	Niagara, N. Y						
14	Paso del Norte, Tex. and N. Mex.						
15	Pearl River, Miss						
	Total	49,437			1,800		

No. 2.—TOTAL VALUES *of* **IMPORTS** *and* **EXPORTS** *of* **COIN** *and* **BULLION—Year** *ending June* 30, **1887**—Continued.

	Customs Districts into which Imported and from which Exported.	United States of Colombia.			Venezuela.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	8,279	3,000	4,981	.....	.....	.....
2	Bangor, Me	.....	.....	.....	.....	.....	.....
3	Boston and Charlestown, Mass	.....	.....	.....	.....	.....	.....
4	Brazos de Santiago, Tex	.....	.....	.....	.....	.....	.....
5	Corpus Christi, Tex	.....	.....	.....	.....	.....	.....
6	Duluth, Minn	.....	.....	.....	.....	.....	.....
7	Key West, Fla	.....	.....	.....	.....	.....	.....
8	Minnesota, Minn	.....	.....	.....	.....	.....	.....
9	Mobile, Ala	.....	.....	.....	.....	.....	.....
10	New Bedford, Mass	.....	.....	.....	.....	.....	.....
11	New Orleans, La	6,625	.....	.....	.....	.....	.....
12	New York, N. Y	805,446	940,677	92,636	183,731	861,411	1,772,085
13	Niagara, N. Y	.....	.....	.....	.....	.....	.....
14	Paso del Norte, Tex. and N. Mex	.....	.....	.....	.....	.....	.....
15	Pearl River, Miss	.....	.....	.....	.....	.....	.....
16	Philadelphia, Pa	.....	.....	.....	.....	.....	.....
17	Salina, Tex	.....	.....	.....	.....	.....	.....
18	San Francisco, Cal	.....	2,000	.....	.....	.....	.....
19	Teche, La	.....	.....	.....	.....	.....	.....
	Total	820,350	945,677	97,617	183,731	861,411	1,772,085

	Customs Districts into which Imported and from which Exported.	All other islands and ports.			Totals.		
		Imports.	Domestic exports.	Foreign exports.	Imports.	Domestic exports.	Foreign exports.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	8,279	7,750	4,981
2	Bangor, Me	.....	.....	.....	1,700	.....	.....
3	Boston and Charlestown, Mass	.....	.....	.....	51,391	2,200	.....
4	Brazos de Santiaga, Tex	.....	.....	.....	141,677	.....	9,162
5	Corpus Christi, Tex	.....	.....	.....	698,904	.....	23,767
6	Duluth, Minn	.....	.....	.....	1,100	.....	.....
7	Key West, Fla	.....	.....	.....	9,960	.....	.....
8	Minnesota, Minn	.....	.....	.....	47,273	.....	.....
9	Mobile, Ala	.....	.....	.....	3,000	.....	.....
10	New Bedford, Mass	.....	.....	.....	22,731	.....	.....
11	New Orleans, La	.....	.....	.....	252,441	9,677	10,145
12	New York, N. Y	.....	.....	.....	41,238,214	12,515,123	5,648,541
13	Niagara, N. Y	.....	.....	.....	951,775	.....	.....
14	Paso del Norte, Tex. and N. Mex	.....	.....	.....	10,598,215	.....	.....
15	Pearl River, Miss	.....	.....	.....	8,932	.....	.....
16	Philadelphia, Pa	.....	.....	.....	336	333	.....
17	Salina, Tex	.....	.....	.....	22,373	.....	163,200
18	San Francisco, Cal	.....	.....	1,000	6,094,868	10,175,257	7,427,555
19	Teche, La	.....	.....	.....	17,623	.....	.....
	Total	.....	.....	1,000	60,170,792	22,710,340	13,287,351

No. 3.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

IMPORTS OF MERCHANDISE,

BY COUNTRIES,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
		ANIMALS, NOT ELSEWHERE SPECIFIED.			
		Cattle.		Horses.	
		Number.	*Dollars.*	*Number.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium			74	32,544
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
10	Chili				
11	China				
12	Denmark				
13	Danish West Indies				
15	Ecuador				
16	France			1,479	846,342
17	French West Indies				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	6	619	10	6,331
23	England	343	41,590	469	186,885
24	Scotland	349	41,622	934	112,415
25	Ireland	1	51		
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island	53	764	334	45,889
28	Quebec, Ontario, Manitoba, and the Northwest Territory	1,433	200,456	4,467	1,094,212
29	British Columbia	96	2,220	25	1,120
30	Newfoundland and Labrador				
31	British West Indies			1	39
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia			14	14,311
40	Hawaiian Islands				
41	Hayti			2	34
42	Italy				
43	Japan				
44	Liberia				
45	Mexico	11,991	117,708	9,836	66,592
46	Netherlands	93	7,306		
47	Dutch West Indies				
48	Dutch Guiana				
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Possessions in Africa and adjacent islands				
54	Roumania				
55	Russia on the Baltic and White seas			4	1,863
57	Russia, Asiatic				
58	San Domingo				
59	Spain				
60	Cuba			1	102
61	Porto Rico				
62	Philippine islands				
63	Spanish Possessions in Africa and adjacent islands				
65	Sweden and Norway				
66	Switzerland				
67	Turkey in Europe				
69	Turkey in Africa				
70	United States of Colombia				
71	Uruguay				
72	Venezuela				
	Total	14,365	412,336	17,650	2,408,679

by **COUNTRIES—Year** *ending June* 30, **1887.**

FREE OF DUTY.									
ANIMALS, NOT ELSEWHERE SPECIFIED.									
Sheep.		All other, including fowls.	Articles, the growth, produce, or manufacture of the United States, returned.	Art-works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists.	Asphaltum, or bitumen, crude.		Bark, hemlock.		
No.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Cords.*	*Dollars.*	
.....	.....	.....	20,032	.....	.....	.....	.....	.....	1
.....	.....	.....	133,324	.....	.....	.....	.....	.....	2
.....	.....	3,764	737,966	2,909	.....	.....	.....	.....	3
.....	.....	183	6,101	.....	.....	.....	.....	.....	4
.....	.....	.....	1,095	.....	.....	.....	.....	.....	5
.....	.....	.....	45	.....	.....	.....	.....	.....	6
.....	.....	.....	70	.....	.....	.....	.....	.....	7
.....	.....	.....	617	.....	.....	.....	.....	.....	8
.....	.....	.....	2,742	.....	.....	.....	.....	.....	10
.....	.....	.....	1,469	.....	.....	.....	.....	.....	11
.....	.....	5	18,563	.....	.....	.....	.....	.....	12
.....	.....	.....	16,218	.....	672,000	3,000	.....	.....	13
.....	.....	.....	1,852	.....	.....	.....	.....	.....	15
.....	.....	6,388	400,852	144,409	478,758	16,997	.....	.....	16
.....	.....	.....	211	.....	.....	.....	.....	.....	17
.....	.....	.....	34	.....	.....	.....	.....	.....	19
.....	.....	148	613	.....	.....	.....	.....	.....	20
.....	.....	.....	1,098	.....	.....	.....	.....	.....	21
3	71	89,447	3,773,030	28,916	6,220,657	18,276	.....	.....	22
308	11,830	26,864	2,039,878	146,901	10,211	218	.....	.....	23
1	34	1,490	32,344	1,243	.....	.....	.....	.....	24
.....	.....	4,119	11,761	.....	.....	.....	.....	.....	25
.....	.....	.....	351	.....	.....	.....	.....	.....	26
95	333	1,564	92,072	.....	.....	.....	25,893	107,948	27
2.307	29,727	96,966	666,347	2,320	.....	.....	34,694	165,008	28
.....	.....	223	53,488	.....	.....	.....	.....	.....	29
.....	.....	65	1,935	.....	.....	.....	.....	.....	30
.....	.....	641	274,038	.....	42,941,119	32,312	.....	.....	31
.....	.....	.....	1,091	.....	.....	.....	.....	.....	32
.....	.....	.....	214	.....	.....	.....	.....	.....	33
.....	.....	.....	816	.....	.....	.....	.....	.....	34
.....	.....	.....	6,751	600	.....	.....	.....	.....	35
.....	.....	4,867	1,421	.....	.....	.....	.....	.....	36
.....	.....	205	14,303	.....	.....	.....	.....	.....	37
.....	.....	.....	26,226	325	.....	.....	.....	.....	40
.....	.....	9	3,619	.....	.....	.....	.....	.....	41
.....	.....	884	6,716	138,749	.....	.....	.....	.....	42
.....	.....	60	3,896	1,825	.....	.....	.....	.....	43
.....	.....	30	170	.....	.....	.....	.....	.....	44
25,833	15,940	3,765	90,061	.....	382,100	4,716	.....	.....	45
.....	.....	.....	640,251	4,192	.....	.....	.....	.....	46
.....	.....	528	1,027	.....	33,193	309	.....	.....	47
.....	.....	.....	1,043	.....	.....	.....	.....	.....	48
.....	.....	.....	1,092	.....	.....	.....	.....	.....	50
.....	.....	15	30,170	.....	.....	.....	.....	.....	51
.....	.....	.....	920	.....	.....	.....	.....	.....	52
.....	.....	150	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	1,043	.....	.....	.....	.....	.....	54
.....	.....	48	2,500	.....	.....	.....	.....	.....	55
.....	.....	.....	80	.....	.....	.....	.....	.....	57
.....	.....	.....	2,428	.....	.....	.....	.....	.....	58
.....	.....	9,601	7,943	.....	1,008,000	563	.....	.....	59
.....	.....	5,416	44,225	.....	3,358,997	24,306	.....	.....	60
.....	.....	.....	4,804	.....	.....	.....	.....	.....	61
.....	.....	10	.....	.....	.....	.....	.....	.....	62
.....	.....	.....	180	.....	.....	.....	.....	.....	63
.....	.....	.....	56,095	.....	.....	.....	.....	.....	65
.....	.....	1,235	290	200	.....	.....	.....	.....	66
.....	.....	.....	616	.....	.....	.....	.....	.....	67
.....	.....	.....	.....	973	.....	.....	.....	.....	69
.....	.....	104	13,373	.....	.....	.....	.....	.....	70
.....	.....	.....	3,712	.....	.....	.....	.....	.....	71
.....	.....	457	1,710	.....	.....	.....	.....	.....	73
28,547	57,935	259,251	9,256,932	473,562	55,105,035	100,697	60,587	272,956	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
		Bolting-cloths.	Books and other printed matter, not elsewhere specified.	CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.	
				Alizarine, natural or artificial.	
		Dollars.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic		4		
2	Austria		152		
3	Belgium		8,735		
4	Brazil		268		
5	Central American States: Costa Rica		255		
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China		315		
12	Denmark		591		
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe islands				
15	Ecuador				
16	France	37,343	95,778	11,451	2,123
17	French West Indies		30		
18	French Guiana				
19	Miquelon, Langley, and St. Pierre islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	328	237,323	1,773,745	301,052
23	England	264	601,996	294,186	51,095
24	Scotland	17	5,114		
25	Ireland		97		
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island		1,180		
28	Quebec, Ontario, Manitoba, and the Northwest Territory		9,613		
29	British Columbia		58		
30	Newfoundland and Labrador		2		
31	British West Indies		529		
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti				
42	Italy		4,058		
43	Japan		4		
44	Liberia				
45	Mexico		150		
46	Netherlands		1,229	4,410	760
47	Dutch West Indies		20		
51	Portugal				
55	Russia on the Baltic and White seas		572		
58	San Domingo				
59	Spain		192		
60	Cuba				
61	Porto Rico		20		
62	Philippine islands				
63	Spanish Possessions in Africa and adjacent islands				
64	Spanish Possessions, all other				
65	Sweden and Norway		899		
66	Switzerland	233,448	1,791	11,420	1,718
67	Turkey in Europe				
68	Turkey in Asia		225		
70	United States of Colombia		3		
72	Venezuela				
	Total	271,400	971,203	2,095,[illegible]2	356,748

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.									
Argal, or argol, or crude tartar, and argol dust.		Barks: Cinchona, or other, used in the manufacture of quinia.		Cochineal.		Dye-woods in sticks.			
						Logwood.		All other.	
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	
									1
2,376,101	372,962							678	2
4,928	924	24,411	5,788						3
								19,461	4
									5
				4,275	1,710				6
						12	240		7
						25	1,000	25,512	8
									9
		300	20						10
									11
									12
									13
									14
		6,662	1,843					135	15
8,489,203	1,201,414	150	15					27	16
						288	4,924		17
									18
									19
								1,960	20
									21
7,687	236	19,064	1,806	316	67			6,154	22
276,343	49,435	2,963,847	519,121	223,424	63,405	7	249	32,123	23
3,172	99								24
									25
									26
									27
									28
									29
									30
						6,889	97,201	5,018	31
									32
									33
		1,372,386	157,087						34
									35
								21,021	36
									37
									38
									39
									40
						47,377	859,362	871	41
9,295,446	1,602,857								42
				635	180				43
								25,133	44
				5,182	1,306	3,955	68,816	93,285	45
14,010	2,271	37,736	6,395						46
								18,554	47
1,454,932	167,955								51
									55
						710	12,407	1,169	58
32,527	4,687							798	59
						2	20	944	60
									61
								1,069	62
				246,291	68,650				63
				12,181	3,828				64
									65
70,419	10,147								66
								869	67
									68
		354,134	48,617					6,943	70
		9,354	961					23,017	72
22,024,768	3,412,987	4,788,044	741,653	492,304	139,146	59,265	1,044,219	284,741	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.			
		Gums.			
		Arabic.		Camphor, crude.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria	207,147	81,145		
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China				
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	44,374	14,952		
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany				
23	England	141,266	44,115	445,779	63,933
24	Scotland				
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island				
28	Quebec, Ontaria, Manitoba, and the Northwest Territory				
29	British Columbia				
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong			99,264	13,181
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
41	Hayti				
42	Italy	74,995	20,528		
43	Japan			2,312,179	273,415
45	Mexico				
46	Netherlands				
47	Dutch West Indies				
49	Dutch East Indies				
51	Portugal				
58	San Domingo				
59	Spain				
60	Cuba				
61	Porto Rico				
62	Philippine Islands				
65	Sweden and Norway				
66	Switzerland				
67	Turkey in Europe				
68	Turkey in Asia				
69	Turkey in Africa				
70	United States of Colombia				
71	Uruguay				
72	Venezuela				
73	All other countries and ports in Asia				
74	All other countries and ports in Africa				
75	All other islands and ports				
	Total	467,782	160,740	2,857,222	350,529

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.										
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.										
Gums.						Indigo.		Lime, chloride of, or bleaching powder.		
Cutch, or catechu, and terra japonica, or gambia.		Shellac.		All other gums and gum resins, not elsewhere specified.						
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	65,153	31,528	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	800	708	.....	.....	5
.....	.....	.....	.....	.....	.....	8,974	6,263	.....	.....	6
.....	.....	.....	.....	7,515	1,128	4,423	4,603	.....	.....	7
.....	.....	.....	.....	42,435	10,698	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	36,389	35,170	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
95,193	4,062	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	877,032	247,537	1,711	1,574	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	2,410	354	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	4	1	61,617	32,490	.....	.....	31	3	22
3,920,859	236,504	1,704,178	227,940	1,976,632	306,872	346,640	213,211	102,876,635	1,569,198	23
.....	.....	.....	.....	.....	.....	.....	.....	211,161	3,966	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	1,508	205	.....	.....	.....	.....	27
.....	.....	.....	.....	6,520	2,970	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	4,398	976	.....	.....	.....	.....	31
.....	.....	.....	.....	3,807	1,084	.....	.....	.....	.....	32
.....	.....	.....	.....	2,997	443	.....	.....	.....	.....	33
21,575,225	970,371	3,018,356	336,310	2,656,435	188,465	3,008,233	2,440,198	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	70,522	3,110	.....	.....	.....	.....	36
.....	.....	.....	.....	7,538,964	827,283	.....	.....	.....	.....	37
.....	.....	.....	.....	50,223	7,689	.....	.....	.....	.....	38
.....	.....	.....	.....	20,272	2,151	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	1,451,183	347,127	15,025	10,167	.....	.....	45
.....	.....	.....	.....	346,573	21,333	7,558	10,092	.....	.....	46
.....	.....	.....	.....	172,401	10,652	.....	.....	.....	.....	47
6,935	320	.....	.....	943,668	94,017	.....	.....	.....	.....	49
.....	.....	.....	.....	39,551	3,500	.....	.....	.....	.....	51
.....	.....	.....	.....	6,441	1,208	.....	.....	.....	.....	58
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
.....	.....	.....	.....	130	12	.....	.....	.....	.....	61
.....	.....	.....	.....	.....	.....	35,382	10,518	.....	.....	62
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
.....	.....	.....	.....	.....	.....	2,517	194	.....	.....	66
.....	.....	.....	.....	19,438	11,488	.....	.....	.....	.....	67
.....	.....	.....	.....	24,192	11,587	.....	.....	.....	.....	68
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69
.....	.....	.....	.....	367	30	1,530	1,419	.....	.....	70
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71
.....	.....	.....	.....	12,901	588	.....	.....	.....	.....	72
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73
.....	.....	.....	.....	177,334	84,612	.....	.....	.....	.....	74
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75
25,598,212	1,211,257	4,722,538	564,251	16,582,619	2,251,139	3,469,182	2,734,117	103,087,827	1,573,167	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.			
		Licorice root.		Mineral waters, all not artificial.	
		Pounds.	*Dollars.*	*Gallons.*	*Dollars.*
1	Argentine Republic				
2	Austria	76,762	2,249	269,109	63,278
3	Belgium			13,030	2,990
4	Brazil				
5	Central American States: Costa Rica			30	36
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China				
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	311,565	15,431	58,355	23,149
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	15,406	1,312	1,426,268	276,116
23	England	276,679	6,812	7,186	2,015
24	Scotland				
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Pr. Edw'd Island			100	13
28	Quebec, Ontario, Manitoba, and the Northwest Ter			8,148	1,025
29	British Columbia				
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti				
42	Italy	1,142	80	220	53
43	Japan				
44	Liberia				
45	Mexico				
46	Netherlands			51,782	10,414
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Possessions in Africa and adjac't isl'ds				
54	Roumania				
55	Russia on the Baltic and White seas	6,898	466		
56	Russia on the Black Sea				
57	Russia, Asiatic				
58	San Domingo				
59	Spain	7,341,253	205,763		
60	Cuba			22	22
66	Switzerland			161	38
67	Turkey in Europe				
68	Turkey in Asia	70,638,200	1,418,829		
69	Turkey in Africa	935,930	19,099		
	Total	79,603,835	1,670,041	1,834,411	379,149

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.								
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.								
Potash, muriate of.		Quinia, sulphate of, salts of, and cinchonidia.		Soda, nitrate of.		Sulphur, or brimstone, crude.		
Pounds.	*Dollars.*	*Ounces.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	
								1
								2
		5,000	2,695					3
								4
								5
								6
								7
								8
								9
				155,582,924	2,372,237			10
								11
								12
						861	5,250	13
								14
		627	492					15
		30,611	18,130			290	6,951	16
								17
								18
								19
								20
								21
38,569,614	574,097	2,121,721	969,086	867,137	17,163			22
		311,665	98,843	152	10	162	4,437	23
								24
								25
								26
								27
		125	113					28
								29
								30
								31
								32
								33
								34
								35
								36
								37
								38
								39
								40
								41
		284,187	54,250			89,924	1,588,146	42
						6,146	83,576	43
								44
								45
								46
								47
								48
								49
				15,724,676	224,751			50
								51
								52
								53
								54
								55
								56
								57
								58
								59
		6	12					60
								66
		20	9					67
								68
								69
38,569,614	574,097	2,753,962	1,143,630	172,174,889	2,614,161	97,383	1,688,360	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.				
		CHEMICALS, DRUGS, ETC.			Cocoa or cacao, crude, and leaves and shells of.	
		Vanilla beans.		All other.		
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
2	Austria			166,188		
3	Belgium			30,395		
4	Brazil			23,794	1,322,454	148,060
5	Central American States: Costa Rica			277		
6	Guatemala			24,444	2,345	185
7	Honduras			43,353		
8	Nicaragua				2,363	355
9	San Salvador			6,721		
10	Chili			64,751		
11	China			86,486	5,600	1,039
12	Denmark			10		
13	Danish West Indies	1,162	2,073			
14	Greenland, Iceland, and the Faroe Islands			157,034		
15	Ecuador			1,516	2,728,670	311,423
16	France	17,615	80,388	238,883	13,008	2,519
17	French West Indies	3,004	3,531	4,329	45,435	6,145
18	French Guiana				2,919	317
20	French Possessions in Africa and adjacent islands					
21	French Possessions, all other	6,608	9,241			
22	Germany	1,965	6,071	651,003	57,113	11,490
23	England	3,321	8,670	911,042	529,277	92,675
24	Scotland			26,282		
25	Ireland			60		
26	Gibraltar					
27	Nova Scotia, New Brunswick, and Pr. Ed. Island			35,957		
28	Quebec, Ontario, Manitoba, and the N. W. Ter.	49	245	65,622	78	20
29	British Columbia			1		
31	British West Indies	374	389	142,279	3,019,944	459,125
32	British Guiana	266	581	158	13,350	1,869
33	British Honduras			3,804	200	30
34	British East Indies			93,265	34,047	5,016
35	Hong-Kong			31,042		
36	British Possessions in Africa and adjacent islands			3,888		
37	British Possessions in Australasia	10	15	4,530		
38	British Possessions, all other			2,452		
39	Greece			6,573		
40	Hawaiian Islands			5,459		
41	Hayti			936	768,369	79,904
42	Italy			108,451		
43	Japan			34,972		
44	Liberia					
45	Mexico	101,431	660,877	83,161	6,335	2,962
46	Netherlands	1,480	2,530	61,284		
47	Dutch West Indies	150	618	6,593	87,344	11,588
48	Dutch Guiana				2,775,284	377,526
49	Dutch East Indies			6,259		
50	Peru			41,622	1,252	200
51	Portugal					
52	Azore, Madeira, and Cape Verde Islands					
55	Russia on the Baltic and White seas			14,571		
58	San Domingo			1,008	19,696	2,612
59	Spain			19,778		
60	Cuba			2,937	200	4
61	Porto Rico			8,336		
62	Philippine Islands					
65	Sweden and Norway			25		
66	Switzerland			13,722		
67	Turkey in Europe			14		
68	Turkey in Asia			1,150		
69	Turkey in Africa			22,424		
70	United States of Colombia	13	28	37,662	376,072	75,838
71	Uruguay			1,431		
72	Venezuela	31	156	57,479	460,203	79,110
73	All other countries and ports in Asia					
74	All other countries and ports in Africa			301		
	Total	137,479	775,413	3,355,714	12,271,558	1,670,012

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.								
Coffee.		Coir yarn.		Cork wood, or cork bark, unmanufactured.	Cotton, unmanufactured.		Diamonds, rough, or uncut, including glaziers' diamonds.	
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	2
197, 884	38, 803	.....	.....	.....	.....	.....	.....	3
362, 928, 304	36, 401, 864	.....	.....	.....	.....	.....	16, 479	4
7, 211, 833	1, 061, 601	.....	.....	.....	.....	.....	.....	5
15, 645, 848	2, 035, 013	.....	.....	.....	.....	.....	.....	6
66, 087	9, 762	.....	.....	.....	.....	.....	.....	7
2, 996, 760	354, 495	.....	.....	.....	.....	.....	.....	8
6, 813, 774	809, 096	.....	.....	.....	.....	.....	.....	9
2, 210	221	.....	.....	.....	.....	.....	.....	10
249, 719	34, 852	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
484, 613	55, 757	.....	.....	.....	.....	.....	.....	15
1, 629, 442	249, 611	.....	.....	5, 528	.....	.....	18, 081	16
15, 225	1, 331	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	18
140	14	.....	.....	.....	.....	.....	.....	20
2, 066	256	.....	.....	.....	648, 605	84, 085	.....	21
477, 981	57, 575	.....	.....	1, 921	.....	.....	1, 118	22
974, 324	152, 794	767, 595	27, 410	5, 950	1, 210, 891	177, 314	209, 153	23
1, 108	140	29, 280	1, 112	5, 868	1, 528, 719	204, 888	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	389	.....	.....	.....	26
23, 979	3, 228	.....	.....	50	.....	.....	.....	27
326, 575	48, 258	.....	.....	.....	8, 264	508	23	28
6	2	.....	.....	.....	.....	.....	.....	29
4, 551, 959	492, 586	.....	.....	.....	22, 231	2, 059	.....	31
36, 000	7, 200	.....	.....	.....	.....	.....	.....	32
115	19	.....	.....	.....	.....	.....	.....	33
445, 343	56, 006	3, 808, 654	111, 940	.....	83, 349	7, 051	.....	34
.....	.....	.....	.....	.....	2, 229	161	.....	35
11, 184	1, 399	.....	.....	.....	33, 874	5, 581	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	37
2, 412, 140	457, 335	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	39
2, 875	437	.....	.....	.....	.....	.....	.....	40
5, 745, 198	709, 976	.....	.....	.....	32, 963	3, 649	.....	41
.....	.....	.....	.....	82	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	43
301, 535	36, 633	.....	.....	.....	.....	.....	.....	44
14, 567, 005	1, 837, 450	.....	.....	.....	34, 854	754	.....	45
5, 187, 837	715, 698	.....	.....	.....	.....	.....	26, 526	46
241, 341	33, 036	.....	.....	.....	.....	.....	.....	47
128, 138	16, 066	.....	.....	.....	.....	.....	.....	48
18, 099, 536	2, 344, 602	.....	.....	.....	.....	.....	.....	49
160	20	.....	.....	.....	33, 466	4, 044	.....	50
979, 491	81, 254	.....	.....	1, 106, 207	.....	.....	.....	51
600	60	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	.....	.....	113, 252	.....	.....	.....	59
107, 798	15, 598	.....	.....	.....	.....	.....	.....	60
81, 292	11, 590	.....	.....	.....	3, 123	370	.....	61
93, 710	7, 120	.....	.....	.....	.....	.....	.....	62
.....	.....	.....	.....	.....	.....	.....	.....	65
.....	.....	.....	.....	.....	.....	.....	4	66
58	16	.....	.....	.....	138, 548	20, 827	.....	67
.....	.....	.....	.....	.....	.....	.....	.....	68
300	39	.....	.....	.....	143, 415	22, 637	.....	69
13, 595, 678	1, 437, 177	.....	.....	.....	.....	.....	.....	70
.....	.....	.....	.....	.....	.....	.....	.....	71
59, 463, 487	6, 770, 168	.....	.....	.....	.....	.....	.....	72
8, 512	1, 442	.....	.....	.....	.....	.....	.....	73
.....	.....	.....	.....	.....	.....	.....	.....	74
526, 109, 170	56, 347, 600	4, 605, 529	140, 462	1, 239, 247	3, 924, 531	533, 928	271, 384	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.				
		Eggs.		Farinaceous substances, and preparations of, not elsewhere specified.	FERTILIZERS. Guano.	
		Dozens.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*
1	Argentine Republic					
2	Austria			6,835		
3	Belgium	130,800	22,375			
4	Brazil			227		
5	Central American States: Costa Rica					
6	Guatemala					
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili				4,218	153,971
11	China	107,275	5,574	66,458		
12	Denmark					
13	Danish West Indies			31		
14	Greenland, Iceland, and the Faroe Islands					
15	Ecuador					
16	France			196,602	1,241	53,834
17	French West Indies					
18	French Guiana					
19	Miquelon, Langley, and St. Pierre Islands					
20	French Poss. in Africa and adjacent islands					
21	French Possessions, all other					
22	Germany	1,250	225	15,680		
23	England	1,435	303	22,003	866	29,544
24	Scotland			68		
25	Ireland					
26	Gibraltar					
27	N. Scotia, N. Brunswick, and Pr. Ed. Islands	3,041,963	360,914			
28	Quebec, Ontario, Manitoba, and the N. W. Ter.	10,640,911	1,569,926			
29	British Columbia	40	4	496		
30	Newfoundland and Labrador					
31	British West Indies			3,391	1,300	23,000
32	British Guiana					
33	British Honduras					
34	British East Indies			199,004		
35	Hong-Kong			298		
36	British Poss. in Africa and adjacent islands			171		
37	British Possessions in Australasia			89		
38	British Possessions, all other					
39	Greece					
40	Hawaiian Islands	700	32			
41	Hayti					
42	Italy			209,611		
43	Japan					
44	Liberia					
45	Mexico	10,191	742			
46	Netherlands					
47	Dutch West Indies				1,600	17,057
48	Dutch Guiana					
49	Dutch East Indies					
50	Peru					
51	Portugal					
52	Azore, Madeira, and Cape Verde Islands					
53	Portuguese Poss. in Africa and adjac't isl'ds					
54	Roumania					
55	Russia on the Baltic and White seas					
56	Russia on the Black Sea					
57	Russia, Asiatic	200	12			
58	San Domingo					
59	Spain					
60	Cuba	569	115	440	11	237
61	Porto Rico					
65	Sweden and Norway	720	174			
69	Turkey in Africa					
70	United States of Colombia					
71	Uruguay					
72	Venezuela				3,568	56,395
	Total	13,936,054	1,960,396	721,404	12,804	334,038

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
FERTILIZERS.		FISH, NOT ELSEWHERE SPECIFIED.							
Phosphates, crude or native, for fertilizing purposes.		All other.	Fresh.				Lobsters, canned or preserved.	All other.	
			Salmon.		All other.				
Tons.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
		232,141							1
									2
700	3,745	65							3
									4
								10	5
									6
								25	7
		14							8
									9
									10
								1,594	11
									12
									13
									14
									15
50	1,940	516						63	16
600	3,240								17
									18
									19
									20
									21
952	5,268	616,279							22
16,758	167,778	91,981						65	23
503	7,921	13,544							24
800	15,826								25
									26
		5,300	844,392	81,433	10,453,266	238,550	327,992	62,974	27
900	6,109	65,457	259,698	25,120	13,604,581	385,463	9,055		28
									29
		260			3,363,000	22,285			30
2,575	16,785	44						1,187	31
									32
									33
		2,873							34
								184	35
		1							36
									37
									38
									39
									40
									41
		8,150							42
									43
									44
925	4,200	7,535						679	45
									46
1,520	17,657	5,311						542	47
									48
									49
									50
									51
									52
									53
		4,695							54
									55
									56
									57
								83	58
									59
269	4,187	23,691						404	60
									61
									65
		4,379							69
								30	70
		99,949							71
		2						1,121	72
26,552	254,656	1,182,187	1,104,090	106,553	27,420,847	646,298	337,047	68,961	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			Furs and fur-skins, undressed.
		Bananas.	Cocoanuts.	All other.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic				224,484
2	Austria			64,470	1,443
3	Belgium			942	6,286
4	Brazil			214,002	163
5	Central American States: Costa Rica	223,298	369		
6	Guatemala	40,976	5,468	859	
7	Honduras	505,034	72,147	12,572	
8	Nicaragua	139,018	31,469	78	
9	San Salvador			177	
10	Chili				
11	China			6,087	728
12	Denmark			7	1,324
13	Danish West Indies		69	175	
15	Ecuador				
16	France			18,362	224,197
17	French West Indies			260	212
19	Miquelon, Langley, and St. Pierre Islands				300
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other		90,004		
22	Germany			16,421	196,041
23	England			33,821	780,883
24	Scotland				
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and P. E. Island			88,699	16,211
28	Quebec, Ontario, Manitoba, and the Northwest Ter.			241,733	514,600
29	British Columbia			3	314,754
30	Newfoundland and Labrador				36
31	British West Indies	707,559	114,250	177,741	12
32	British Guiana		360		
33	British Honduras	180,396	44,167	6,351	
34	British East Indies		225		48
35	Hong-Kong			835	39
36	British Possessions in Africa and adjacent islands			267	
37	British Possessions in Australasia				57,535
38	British Possessions, all other				16,872
39	Greece				
40	Hawaiian Islands	44,149			
41	Hayti	142	1,508	62	
42	Italy			5,359	
43	Japan				8,089
44	Liberia		6	5,297	
45	Mexico	4,105	2,654	3,424	650
46	Netherlands			1	
47	Dutch West Indies			126	
49	Dutch East Indies				
50	Peru			6	72
51	Portugal			3	
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Possessions in Africa and adjacent isl'ds				
54	Roumania				450
55	Russia on the Baltic and White seas				3,579
56	Russia on the Black Sea				
57	Russia, Asiatic				104,789
58	San Domingo	40	4,181	22	
59	Spain		1,776	86,060	
60	Cuba	652,677	245,429	267,352	
61	Porto Rico	19	27,070	10,521	
62	Philippine Islands				
65	Sweden and Norway			1,528	3
66	Switzerland				
67	Turkey in Europe			2	
68	Turkey in Asia			10	
69	Turkey in Africa				
70	United States of Colombia	184,730	172,955	2,610	6
71	Uruguay				2,479
72	Venezuela		5,164		
73	All other countries and ports in Asia				
74	All other countries and ports in Africa				
	Total	2,682,143	819,271	1,266,245	2,476,285

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.								
Hair, not elsewhere specified.	HIDES AND SKINS, OTHER THAN FUR-SKINS.		Household and personal effects and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad.	India-rubber and gutta-percha, crude.		IVORY.		
	Goat-skins.	All other.				Animal.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
230,616	341,843	2,246,674	50	.....	.....	.....	.....	1
.....	15,338	7,265	1,608	.....	.....	.....	.....	2
36,562	4,018	205,813	15,399	.....	.....	.....	.....	3
152,679	831,017	852,690	828	16,882,933	8,279,194	.....	.....	4
.....	.....	77,083	255	92,405	42,131	.....	.....	5
1,491	211	110,157	1,300	274,722	129,446	.....	.....	6
.....	426	99,483	7	148,221	79,465	.....	.....	7
.....	.....	249,141	120	1,575,837	836,004	.....	.....	8
.....	.....	33,810	.....	58,748	17,844	.....	.....	9
.....	32,250	5,354	.....	.....	.....	.....	.....	10
125,673	6,592	473,450	14,598	.....	.....	.....	.....	11
697	4,864	135,611	5,837	.....	.....	.....	.....	12
.....	229	294	600	.....	.....	.....	.....	13
164	6,580	271,389	.....	1,074,081	476,949	.....	.....	15
79,498	279,421	365,010	214,216	231,792	127,239	2,196	6,733	16
.....	29	.....	18	.....	.....	.....	.....	17
.....	.....	175	.....	.....	.....	.....	.....	19
.....	16,438	51,547	.....	10,529	3,029	.....	.....	20
.....	.....	2,627	100	.....	.....	.....	.....	21
112,821	174,615	500,394	187,655	815,353	324,867	16,524	54,336	22
1,021,027	556,224	3,438,838	379,019	4,348,339	2,066,231	52,887	134,120	23
3,290	.....	50,069	22,380	.....	.....	.....	.....	24
.....	5,540	194,179	1,031	.....	.....	.....	.....	25
.....	.....	.....	1,338	.....	.....	.....	.....	26
1,732	.....	55,844	127,220	.....	.....	.....	.....	27
10,359	.....	357,176	1,520,611	.....	.....	.....	.....	28
.....	.....	61,976	31,406	.....	.....	75	38	29
.....	.....	.....	1,129	.....	.....	.....	.....	30
10	15,094	37,864	3,139	49,194	25,686	.....	.....	31
.....	.....	1,217	187	1,035	373	.....	.....	32
.....	.....	2,910	1,055	45,563	26,057	.....	.....	33
.....	987,863	1,317,220	800	633,835	229,744	3,231	7,661	34
.....	455	25,961	2,602	.....	.....	.....	.....	35
.....	132,219	258,458	296	24,758	9,406	1,473	2,213	36
.....	879	236,421	6,978	.....	.....	.....	.....	37
.....	475,530	66,571	503	13,160	6,653	.....	.....	38
.....	.....	.....	500	.....	.....	.....	.....	39
.....	.....	128,221	12,783	.....	.....	.....	.....	40
.....	40,748	27,101	50	.....	.....	.....	.....	41
3,392	17,491	4,945	18,323	.....	.....	.....	.....	42
344	.....	96,033	10,829	.....	.....	.....	.....	43
.....	.....	10,755	110	341	85	112	212	44
52,786	914,639	959,195	11,431	313,048	141,147	.....	.....	45
4,102	350	33,030	7,909	283,738	126,758	.....	.....	46
.....	79,252	12,305	1,626	.....	.....	.....	.....	47
.....	.....	4,041	25	122,032	40,222	.....	.....	49
.....	149,194	27,922	.....	380	180	.....	.....	50
.....	.....	.....	75	111,759	51,243	.....	.....	51
.....	10,925	2,242	55	.....	.....	.....	.....	52
.....	.....	15,495	.....	23,482	10,449	.....	.....	53
.....	110,093	2,451	.....	.....	.....	.....	.....	54
453,529	127,155	102,956	8,651	.....	.....	.....	.....	55
495	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	150	.....	.....	.....	.....	57
.....	27,080	57,532	.....	.....	.....	.....	.....	58
.....	8	511	1,279	992	470	.....	.....	59
2,052	713	263,688	8,807	5,348	250	.....	.....	60
.....	.....	8,560	761	.....	.....	.....	.....	61
.....	.....	9,975	265	.....	.....	.....	.....	62
.....	4,316	24,445	1,916	.....	.....	.....	.....	65
2,188	.....	27,633	9,381	.....	.....	.....	.....	66
4	9,911	.....	4,798	.....	.....	.....	.....	67
322	3,015	.....	123	.....	.....	.....	.....	68
.....	22,820	7,409	268	.....	.....	85	128	69
2,483	41,252	1,314,518	1,473	898,110	420,929	.....	.....	70
106,794	16,293	2,101,896	78	.....	.....	.....	.....	71
.....	370,507	781,430	6	34,322	15,645	.....	.....	72
.....	.....	.....	42	.....	.....	.....	.....	73
.....	14,691	554,013	.....	575,389	269,087	87,701	280,067	74
2,405,110	5,848,128	18,370,973	2,643,999	28,649,446	13,756,783	164,284	485,508	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
		IVORY.		OILS, NOT ELSEWHERE SPECIFIED.	
		Vegetable.		Fixed or expressed.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria			390	79
3	Belgium			50,653	2,411
4	Brazil	6,600	206		
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua	119,546	2,502		
9	San Salvador				
10	Chili				
11	China				
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador	54,882	1,695		
16	France	88,750	3,887	533,371	33,611
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	613,074	32,980	268,060	14,634
23	England			2,330,139	120,767
24	Scotland				
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island				
28	Quebec, Ontario, Manitoba, and the Northwest Territory				
29	British Columbia				
30	Newfoundland and Labrador				
31	British West Indies			1,580	80
32	British Guiana				
33	British Honduras				
34	British East Indies			11,046,799	542,749
35	Hong-Kong			72	4
36	British Possessions in Africa and adjacent islands			2,940,577	90,066
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
41	Hayti				
42	Italy			1,461	787
43	Japan			72	7
44	Liberia			184,272	7,483
45	Mexico				
46	Netherlands			1,233	215
47	Dutch West Indies				
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
54	Roumania				
55	Russia on the Baltic and White seas				
59	Spain				
60	Cuba			19,046	1,177
61	Porto Rico				
65	Sweden and Norway				
67	Turkey in Europe				
68	Turkey in Asia				
69	Turkey in Africa				
70	United States of Colombia	4,656,633	97,718	1,163	118
71	Uruguay				
72	Venezuela	237,030	5,674		
74	All other countries and ports in Africa			889,890	36,089
	Total	5,776,515	144,663	18,268,778	850,277

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.											
OILS, NOT ELSEWHERE SPECIFIED.		PAPER-STOCK, CRUDE.									
Volatile or essential.		Rags, other than woolen.		All other.	Plaster of Paris, or sulphate of lime, unground.		Platinum, unmanufactured.		Plumbago.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Lbs.*	*Dollars.*	*Cwts.*	*Dollars.*	
.....	.....	1,500	25	350	.....	.....	.....	.....	.....	.....	1
1,507	967	191,360	3,300	90	.....	.....	.....	.....	14,592	18,557	2
76	268	15,853,868	307,814	155,411	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	199	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	53	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	72	.....	.....	.....	.....	.....	.....	10
13,334	4,906	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
1,653	265	.....	.....	4,164	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	11	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
260,493	196,473	1,806,692	45,385	109,224	.....	.....	1,825	193,126	.....	.....	16
.....	.....	.....	.....	40	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	15	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
498,321	129,524	46,048,575	840,793	197,993	.....	.....	535	51,011	2,324	13,127	22
193,216	86,213	16,406,896	299,242	1,296,326	.....	.....	711	81,852	2,330	4,625	23
.....	.....	2,368,977	36,710	281,338	.....	.....	.....	.....	.....	.....	24
.....	.....	35,325	2,158	3,804	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	146,233	2,407	46,323	145,037	159,897	.....	.....	6,775	2,715	27
941	3,144	90,318	1,531	74,059	450	674	.....	.....	.....	.....	28
.....	.....	.....	.....	68	.....	.....	.....	.....	.....	.....	29
.....	.....	16,731	639	8,262	.....	.....	.....	.....	.....	.....	30
10	6	200	3	2,396	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	104	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
265,241	67,648	240,000	2,900	107,319	.....	.....	.....	.....	141,163	290,296	34
72,749	64,840	.....	.....	418	.....	.....	.....	.....	.....	.....	35
.....	.....	6,924	72	50	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	8,290	118	.....	.....	.....	.....	.....	.....	.....	41
183,710	266,627	4,035,386	162,354	87,553	.....	.....	.....	.....	854	339	42
.....	.....	15,993,843	185,935	161	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	59,300	467	106	1,446	1,921	.....	.....	941	1,769	45
.....	.....	5,831,388	93,558	33,492	.....	.....	.....	.....	1	4	46
.....	.....	.....	.....	38	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	75	.....	.....	.....	.....	.....	.....	50
.....	.....	200	3	5	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	124	.....	.....	.....	.....	.....	.....	52
.....	.....	107,520	1,104	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	116	.....	.....	792	112,527	.....	.....	55
.....	.....	3,050	45	1,316	.....	.....	.....	.....	.....	.....	59
.....	.....	.....	.....	2,748	.....	.....	.....	.....	.....	.....	60
.....	.....	.....	.....	39	.....	.....	.....	.....	.....	.....	61
.....	.....	72,303	1,689	2,110	.....	.....	.....	.....	.....	.....	65
763	61,792	2,963	23	6,069	.....	.....	.....	.....	.....	.....	67
27	2,272	587,698	7,248	1,521	.....	.....	.....	.....	.....	.....	68
.....	.....	10,654,609	115,871	5,239	.....	.....	.....	.....	.....	.....	69
.....	.....	600	9	48	.....	.....	.....	.....	.....	.....	70
.....	.....	1,200	19	327	.....	.....	.....	.....	41	189	71
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
1,492,041	884,945	120,571,949	2,111,422	2,429,176	146,933	162,492	3,863	438,516	169,021	331,621	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
			SILK, UNMANUFACTURED.		
		Seeds, not medicinal, not elsewhere specified.	Cocoons.		Eggs (silk-worms').
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*
1	Argentine Republic	5,049			
2	Austria	11,882			
3	Belgium	1,966			
4	Brazil	74			
5	Central American States: Costa Rica				
6	Guatemala	35			
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China	1,059	29,720	20,645	
12	Denmark	4			
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	69,723	166,767	167,825	877
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	79,687			
23	England	123,333			
24	Scotland	7,588	2,521	1,457	
25	Ireland	2,844			
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island	5			
28	Quebec, Ontario, Manitoba, and the Northwest Territory	8,505			
29	British Columbia	197			
30	Newfoundland and Labrador				
31	British West Indies	9			
32	British Guiana	60			
33	British Honduras				
34	British East Indies	22,283			
35	Hong-Kong	1,656	94,781	57,797	
36	British Possessions in Africa and adjacent islands	182			
37	British Possessions in Australasia	5,285			
38	British Possessions, all other	1,374			
39	Greece				
40	Hawaiian Islands	93			
41	Hayti				
42	Italy	102,296	44	21	
43	Japan	6,359	222,874	141,801	3,835
44	Liberia				
45	Mexico	334			
46	Netherlands	52,752			
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru				
51	Portugal	708			
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Possessions in Africa and adjacent islands				
55	Russia on the Baltic and White seas	1,662			
58	San Domingo				
59	Spain	11,406			
60	Cuba	442			
61	Porto Rico	9			
65	Sweden and Norway	80			
66	Switzerland				
67	Turkey in Europe	64,533	23,485	17,971	
68	Turkey in Asia	11,731			
70	United States of Colombia	83			
72	Venezuela	449			
74	All other countries and ports in Africa				
	Total	595,737	540,192	407,517	4,712

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.										
SILK, UNMANUFACTURED.				SPICES, UNGROUND.						
Raw, or as reeled from the cocoon.		Waste.		Nutmegs.		Pepper.		All other.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
										1
										2
293	1,466	121	17							3
										4
										5
										6
										7
										8
										9
1,076,280	3,685,192	10,812	7,950	6,670	2,427	106,299	13,765	1,075,630	66,432	10
										11
										12
										13
										14
276,633	1,340,872	247,503	207,395			14,219	3,975	34	18	15
								450	11	16
										17
										18
										19
										20
2,417	11,455	50,611	7,176			13,380	2,126	34,107	2,991	21
23,472	68,357	398,371	121,617	268,998	108,921	6,699,897	980,425	2,307,258	235,883	22
										23
										24
										25
								240	25	26
		1,083	1,083	1,027	657	10,240	2,058	206	58	27
										28
										29
						5	1	2,620,494	102,667	30
										31
										32
88	270			529,985	225,607	5,987,325	780,818	4,154,116	183,755	33
24,133	67,652	3,485	3,612					2,483,909	170,728	34
				3,360	2,011	11,872	903	1,081,283	29,815	35
										36
										37
										38
										39
						600	20	200	5	40
1,005,812	4,622,520	71,410	90,691							41
2,165,329	8,766,317	81,413	94,272							42
								15,503	581	43
						44,900	6,354	680	83	44
				366,810	157,433			164,311	29,460	45
										46
										47
				111,708	42,234	77,638	9,214	1,298,815	46,027	48
						20	2			49
										50
										51
										52
										53
										55
								130	5	58
										59
				1	1	13	3	359	34	60
								20,911	757	61
										65
4,576	22,237	23,076	9,192							66
20,541	100,907	440	318							67
										68
								640	48	70
								120	30	72
						288,753	19,945	509,985	84,339	74
4,599,574	18,687,245	888,325	543,323	1,288,559	539,291	13,255,161	1,819,609	15,769,381	953,752	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	FREE OF DUTY.			
		Tea.		Tin, bars, blocks, or pigs, grain or granulated.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria			1,164	283
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China	44,494,079	9,584,858		
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France				
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adj't isl'ds				
21	French Possessions, all other				
22	Germany	3,020	864	4,650	1,443
23	England	3,884,523	765,484	12,353,959	2,728,961
24	Scotland	1,417	364		
25	Ireland	643	451		
26	Gibraltar				
27	Nova Scotia, New Brunswick, and P. E. Isl'd	18,771	3,264		
28	Quebec, Ontario, Manitoba, and the N. W. T.	1,597,563	310,659		
29	British Columbia	3,562	774		
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies	131,734	24,628	12,740,384	3,181,525
35	Hong-Kong	425,046	74,052		
36	British Possessions in Africa and adj't isl'ds				
37	British Possessions in Australasia			3,595,983	801,021
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands	960	150		
41	Hayti				
42	Italy				
43	Japan	39,269,448	6,006,130		
44	Liberia				
45	Mexico				
46	Netherlands	446	119	949,371	214,463
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Poss. in Africa and adjacent isl'ds				
54	Roumania				
55	Russia on the Baltic and White seas				
56	Russia on the Black Sea				
57	Russia, Asiatic				
58	San Domingo				
59	Spain				
60	Cuba				
61	Porto Rico				
62	Philippine Islands				
63	Spanish Possessions in Africa and adj't isl'ds				
64	Spanish Possessions, all other				
65	Sweden and Norway				
66	Switzerland				
67	Turkey in Europe	9	5		
68	Turkey in Asia				
69	Turkey in Africa				
70	United States of Colombia				
71	Uruguay				
72	Venezuela				
73	All other countries and ports in Asia				
74	All other countries and ports in Africa				
	Total	89,831,221	16,771,802	29,645,511	6,927,696

by **COUNTRIES—YEAR** *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
Wood, unmanufactured, not elsewhere specified.	ARTICLES ADMITTED FREE UNDER RECIPROCITY TREATY WITH HAWAIIAN ISLANDS.						All other free articles.	TOTAL FREE OF DUTY.	
	Rice.		Sugar and molasses.						
			Molasses.		Sugar, brown.				
Dollars.	*Pounds.*	*Dollars.*	*Gallons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
353	.....	.....	.....	.....	.....	.....	46,315	3,347,936	1
4,598	.....	.....	.....	.....	.....	.....	82,097	1,070,316	2
38	.....	.....	.....	.....	.....	.....	76,919	1,709,028	3
55,815	.....	.....	.....	.....	.....	.....	73,169	47,076,473	4
.....	.....	.....	.....	.....	.....	.....	1,430	1,408,548	5
6,206	.....	.....	.....	.....	.....	.....	1,016	2,364,825	6
13,428	.....	.....	.....	.....	.....	.....	13,005	854,801	7
7,600	.....	.....	.....	.....	.....	.....	1,718	1,660,342	8
.....	.....	.....	.....	.....	.....	.....	4,371	907,189	9
8	.....	.....	.....	.....	.....	.....	2,710	2,634,336	10
4,061	.....	.....	.....	.....	.....	.....	31,909	14,252,181	11
.....	.....	.....	.....	.....	.....	.....	28,108	200,050	12
.....	.....	.....	.....	.....	.....	.....	5,108	33,058	13
.....	.....	.....	.....	.....	.....	.....	.....	157,034	14
10	.....	.....	.....	.....	.....	.....	1,129	1,130,934	15
100,061	.....	.....	.....	.....	.....	.....	539,458	8,253,963	16
.....	.....	.....	.....	.....	.....	.....	430	24,741	17
116	.....	.....	.....	.....	.....	.....	.....	433	18
.....	.....	.....	.....	.....	.....	.....	.....	509	19
422	.....	.....	.....	.....	.....	.....	52,615	127,155	20
1,767	.....	.....	.....	.....	.....	.....	61,061	250,239	21
48,119	.....	.....	.....	.....	.....	.....	704,500	11,406,127	22
143,066	.....	.....	.....	.....	.....	.....	1,486,193	25,503,854	23
.....	.....	.....	.....	.....	.....	.....	49,108	910,471	24
.....	.....	.....	.....	.....	.....	.....	76,503	318,424	25
.....	.....	.....	.....	.....	.....	.....	.....	2,078	26
380,749	.....	.....	.....	.....	.....	.....	37,253	2,288,710	27
1,219,707	.....	.....	.....	.....	.....	.....	376,923	9,088,100	28
.....	.....	.....	.....	.....	.....	.....	6,526	473,354	29
.....	.....	.....	.....	.....	.....	.....	591	35,204	30
23,042	.....	.....	.....	.....	.....	.....	15,415	2,776,573	31
901	.....	.....	.....	.....	.....	.....	27	15,212	32
878	.....	.....	.....	.....	.....	.....	873	267,197	33
402,811	.....	.....	.....	.....	.....	.....	85,539	13,030,111	34
14,262	.....	.....	.....	.....	.....	.....	43,920	581,050	35
3,395	.....	.....	.....	.....	.....	.....	1,201	572,013	36
1,058	.....	.....	.....	.....	.....	.....	19,597	1,989,512	37
.....	.....	.....	.....	.....	.....	.....	100	1,035,079	38
.....	.....	.....	.....	.....	.....	.....	4,350	11,423	39
.....	9,263,700	383,985	113,574	14,712	218,290,835	9,255,351	20,966	9,892,889	40
9,101	.....	.....	.....	.....	.....	.....	740	1,740,106	41
14,477	.....	.....	.....	.....	.....	.....	101,349	9,241,139	42
12,010	.....	.....	.....	.....	.....	.....	12,390	15,742,440	43
.....	.....	.....	.....	.....	.....	.....	.....	86,495	44
438,153	.....	.....	.....	.....	.....	.....	3,970,911	9,928,122	45
1,188	.....	.....	.....	.....	.....	.....	42,472	2,307,587	46
9,188	.....	.....	.....	.....	.....	.....	912	226,939	47
360	.....	.....	.....	.....	.....	.....	.....	394,995	48
15,563	.....	.....	.....	.....	.....	.....	.....	2,602,524	49
.....	.....	.....	.....	.....	.....	.....	967	450,147	50
.....	.....	.....	.....	.....	.....	.....	115	1,441,253	51
.....	.....	.....	.....	.....	.....	.....	358	14,684	52
17,275	.....	.....	.....	.....	.....	.....	.....	43,369	53
.....	.....	.....	.....	.....	.....	.....	114	119,950	54
.....	.....	.....	.....	.....	.....	.....	11,612	841,807	55
.....	.....	.....	.....	.....	.....	.....	6	501	56
.....	.....	.....	.....	.....	.....	.....	.....	105,031	57
77,215	.....	.....	.....	.....	.....	.....	2,110	189,100	58
4	.....	.....	.....	.....	.....	.....	3,943	469,395	59
435,341	.....	.....	.....	.....	.....	.....	29,831	2,033,205	60
1,212	.....	.....	.....	.....	.....	.....	287	74,367	61
313	.....	.....	.....	.....	.....	.....	8,153	37,423	62
.....	.....	.....	.....	.....	.....	.....	.....	68,830	63
.....	.....	.....	.....	.....	.....	.....	.....	3,828	64
.....	.....	.....	.....	.....	.....	.....	4,358	97,638	65
34	.....	.....	.....	.....	.....	.....	10,626	344,078	66
1,079	.....	.....	.....	.....	.....	.....	4,093	305,344	67
.....	.....	.....	.....	.....	.....	.....	51,573	1,509,606	68
.....	.....	.....	.....	.....	.....	.....	1,092	222,378	69
36,079	.....	.....	.....	.....	.....	.....	38,076	3,934,359	70
.....	.....	.....	.....	.....	.....	.....	47,944	2,381,111	71
39,707	.....	.....	.....	.....	.....	.....	38,674	8,248,450	72
.....	.....	.....	.....	.....	.....	.....	1,175	2,659	73
7,421	.....	.....	.....	.....	.....	.....	234	1,350,799	74
3,548,191	9,263,700	383,985	113,574	14,712	218,290,835	9,255,351	8,336,268	234,221,131	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		ANIMALS, NOT ELSEWHERE SPECIFIED.			
		Cattle.		Horses.	
		No.	*Dollars.*	*No.*	*Dollars.*
1	Argentine Republic			2	23
2	Austria				
3	Belgium			1	1,217
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China				
12	Denmark				
13	Danish West Indies			1	25
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	1	100	4	720
20	French Possessions in Africa and adjacent islands				
22	Germany				
23	England	3	292	163	7,516
24	Scotland			15	9,904
25	Ireland			3	1,338
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island	1,149	13,308	2,336	212,957
28	Quebec, Ontario, Manitoba, and the Northwest Territory	56,847	868,049	18,319	2,075,204
29	British Columbia	75	1,848	44	1,212
30	Newfoundland and Labrador				
31	British West Indies			39	865
32	British Guiana				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Pessessions in Australasia				
38	British Possessions, all other				
40	Hawaiian Islands				
41	Hayti			6	114
42	Italy				
43	Japan				
44	Liberia				
45	Mexico	14,568	95,794	17,728	151,400
46	Netherlands				
47	Dutch West Indies				
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
54	Roumania				
55	Russia on the Baltic and White Seas				
57	Russia, Asiatic				
58	San Domingo				
59	Spain			2	10
60	Cuba	20	285	62	1,798
61	Porto Rico				
62	Philippine Islands				
65	Sweden and Norway				
66	Switzerland				
67	Turkey in Europe				
68	Turkey in Asia				
69	Turkey in Africa				
70	United States of Colombia				
71	Uruguay	2	20		
72	Venezuela				
73	All other countries and ports in Asia				
74	All other countries and ports in Africa				
	Total	72,665	979,696	38,725	2,464,303

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
ANIMALS, NOT ELSEWHERE SPECIFIED.			Art works, not elsewhere specified: Paintings, in oil or water colors, and statuary.	Books, maps, engravings, etchings, and other printed matter, not elsewhere specified.	Brass, and manufactures of.	BREADSTUFFS.				
Sheep.		All other.				Barley.		Corn.		
No.	*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bush.*	*Dolls.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	20,877	8,769	14,447	.....	.....	.....	.....	2
.....	.....	211	16,250	7,732	904	.....	.....	.....	.....	3
.....	.....	244	14	87	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	10	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	10	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	5	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	21	839	6,824	7,838	.....	.....	.....	.....	11
.....	.....	.....	79	1,941	95	848	709	.....	.....	12
.....	.....	.....	.....	.....	7	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	72	.....	.....	.....	.....	.....	15
.....	.....	377	1,539,053	222,254	62,330	.....	.....	.....	.....	16
.....	.....	20	.....	.....	125	.....	.....	.....	.....	20
.....	.....	6,303	278,604	911,906	129,112	.....	.....	.....	.....	22
2	68	5,516	346,653	1,217,[illegible]75	132,486	4	9	.....	.....	23
.....	.....	285	4,916	183,342	24,497	.....	.....	.....	.....	24
.....	.....	34	1,317	23,307	126	14	41	.....	.....	25
.....	.....	.....	.....	.....	19	.....	.....	.....	.....	26
36,057	85,038	400	4	363	62	49	24	.....	.....	27
411,696	1,100,299	14,656	3,632	28,046	2,730	10,351,846	6,170,636	287	175	28
20	40	1,028	138	238	161	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	172	.....	.....	.....	.....	30
27	31	82	.....	6	596	.....	.....	6	5	31
.....	.....	10	.....	.....	5	.....	.....	.....	.....	32
.....	.....	30	.....	1,169	711	.....	.....	.....	.....	34
.....	.....	.....	4	196	160	.....	.....	.....	.....	35
.....	.....	21	.....	.....	.....	.....	.....	96	48	36
.....	.....	25	587	515	.....	.....	.....	.....	.....	37
.....	.....	.....	8	14	73	.....	.....	.....	.....	38
.....	.....	.....	306	664	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	106	.....	.....	.....	.....	41
.....	.....	.....	108,727	7,752	748	.....	.....	.....	.....	42
.....	.....	5	3,367	8,835	7,887	.....	.....	.....	.....	43
.....	.....	13	.....	5	.....	.....	.....	.....	.....	44
3,419	2,312	15,472	849	1,532	148	2,833	1,789	30,034	16,323	45
.....	.....	88	1,551	9,237	1,128	.....	.....	.....	.....	46
.....	.....	96	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	400	.....	.....	.....	.....	50
.....	.....	.....	.....	47	.....	.....	.....	.....	.....	51
.....	.....	.....	300	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	10	.....	.....	.....	.....	.....	54
.....	.....	.....	511	1,399	460	.....	.....	.....	.....	55
.....	.....	5	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	10	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	25	1,224	650	10	.....	.....	.....	.....	59
31	54	1,126	250	669	11,064	.....	.....	113	85	60
.....	.....	.....	.....	35	.....	.....	.....	.....	.....	61
.....	.....	16	15	.....	.....	.....	.....	.....	.....	62
.....	.....	.....	313	25,177	431	.....	.....	.....	.....	65
.....	.....	.....	1,395	46,653	15,944	.....	.....	.....	.....	66
.....	.....	.....	598	70	283	.....	.....	.....	.....	67
.....	.....	.....	.....	10	203	.....	.....	.....	.....	68
.....	.....	.....	.....	.....	48	.....	.....	.....	.....	69
.....	.....	10	25	110	74	.....	.....	.....	.....	70
.....	.....	.....	30	.....	.....	.....	.....	.....	.....	71
1	5	7	.....	.....	2	.....	.....	.....	.....	72
.....	.....	.....	.....	1	362	.....	.....	.....	.....	73
.....	.....	.....	.....	166	.....	.....	.....	.....	.....	74
451,253	1,187,847	46,151	2,332,436	2,717,788	415,954	10,355,594	6,173,208	30,536	16,636	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		BREADSTUFFS.			
		Oats.		Oatmeal.	
		Bushels.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China				
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	16	27		
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	56	24		
23	England	881	1,634	65,072	2,599
24	Scotland	72	68	229,583	8,598
25	Ireland	50	45	613,925	25,971
26	Gibraltar				
27	Nova Scotia, N. Brunswick, and Prince Edward Island	9,388	3,258	3,211	81
28	Quebec, Ontario, Manitoba, and the Northwest Ter.	76,737	24,431	27,689	607
29	British Columbia	65	26	22	1
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia	115	66		
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti				
42	Italy				
43	Japan				
44	Liberia				
45	Mexico				
46	Netherlands				
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Possessions in Africa and adjacent islands				
54	Roumania				
55	Russia on the Baltic and White seas				
56	Russia on the Black Sea				
57	Russia, Asiatic				
58	San Domingo				
59	Spain				
60	Cuba				
61	Porto Rico				
65	Sweden and Norway				
66	Switzerland				
	Total	87,380	29,579	939,502	37,857

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
BREADSTUFFS.							Bristles.		
Rye.		Wheat.		Wheat flour.		All other breadstuffs, and preparations of, used as food, not otherwise specified.			
Bushels.	*Dollars.*	*Bushels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
									1
						1,081			2
						16	22	20	3
						11			4
									5
									6
									7
									8
									9
									10
						3,916	12,764	3,897	11
							100	50	12
									13
									14
									15
		5	12			596	203,039	174,896	16
									17
									18
									19
									20
									21
		4	4			10,937	610,751	629,093	22
1	2	8	19			25,535	145,983	122,117	23
						4,713			24
		27	16			876			25
									26
		15	12	8	34	1,314			27
18,468	10,718	277,495	218,539	993	3,203	97,569			28
						384			29
									30
						6			31
									32
									33
									34
							7,999	3,339	35
						3			36
		8	9						37
									38
									39
									40
									41
						217			42
									43
									44
		267	241	12	65	947			45
						1,551	36	35	46
									47
									48
									49
									50
									51
									52
									53
									54
						24	215,548	240,886	55
									56
									57
									58
						49			59
						304			60
									61
		13	15						65
						10			66
18,469	10,720	277,842	218,867	1,013	3,302	150,059	1,196,242	1,174,333	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		Brushes.	Buttons, except of brass, gilt, or silk, and button-molds, and button materials made in pattern or cut for buttons exclusively.	Cement.	
		Dollars.	*Dollars.*	*Barrels.*	*Dollars.*
1	Argentine Republic	.....	.....	.....	.....
2	Austria	6,959	1,612,198	.....	.....
3	Belgium	181	9,428	22,673	24,457
4	Brazil	.....	.....	.....	.....
5	Central American States: Costa Rica	.....	.....	.....	.....
6	Guatemala	.....	.....	.....	.....
7	Honduras	.....	.....	.....	.....
8	Nicaragua	.....	.....	.....	.....
9	San Salvador	.....	.....	.....	.....
10	Chili	.....	.....	.....	.....
11	China	2,663	.....	.....	.....
12	Denmark	30	.....	.....	.....
13	Danish West Indies	.....	.....	.....	.....
14	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....
15	Ecuador	.....	.....	.....	.....
16	France	398,159	1,089,939	4,854	4,531
17	French West Indies	.....	.....	.....	.....
18	French Guiana	.....	.....	.....	.....
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....
20	French Possessions in Africa and adjacent islands	.....	.....	.....	.....
21	French Possessions, all other	.....	.....	.....	.....
22	Germany	59,146	756,250	427,510	437,097
23	England	77,761	273,473	614,627	631,711
24	Scotland	14	1,182	6,740	6,940
25	Ireland	.....	3,761	.....	.....
26	Gibraltar	.....	.....	.....	.....
27	Nova Scotia, N. Brunswick, and Prince Edw'd Isl'd	.....	.....	10	30
28	Quebec, Ontario, Manitoba, and the Northwest Ter.	160	17,628	134	377
29	British Columbia	12	.....	.....	.....
30	Newfoundland and Labrador	.....	.....	.....	.....
31	British West Indies	.....	.....	.....	.....
32	British Guiana	.....	.....	.....	.....
33	British Honduras	.....	.....	.....	.....
34	British East Indies	.....	.....	.....	.....
35	Hong-Kong	246	2	.....	.....
36	British Possessions in Africa and adjacent islands	.....	.....	.....	.....
37	British Possessions in Australasia	.....	.....	.....	.....
38	British Possessions, all other	.....	.....	.....	.....
39	Greece	.....	.....	.....	.....
40	Hawaiian Islands	.....	.....	.....	.....
41	Hayti	.....	.....	.....	.....
42	Italy	54	2,729	127	180
43	Japan	1,159	79	.....	.....
44	Liberia	.....	.....	.....	.....
45	Mexico	10	.....	14	24
46	Netherlands	108	.....	3,155	3,342
47	Dutch West Indies	.....	.....	.....	.....
48	Dutch Guiana	.....	.....	.....	.....
49	Dutch East Indies	.....	.....	.....	.....
50	Peru	.....	.....	.....	.....
51	Portugal	.....	.....	.....	.....
52	Azore, Madeira, and Cape Verde Islands	.....	.....	.....	.....
53	Portuguese Possessions in Africa and adjacent isl'ds	.....	.....	.....	.....
54	Roumania	.....	.....	.....	.....
55	Russia on the Baltic and White seas	24	.....	.....	.....
59	Spain	.....	.....	.....	.....
60	Cuba	.....	.....	.....	.....
65	Sweden and Norway	.....	.....	100	130
66	Switzerland	1,829	837	.....	.....
67	Turkey in Europe	.....	.....	.....	.....
68	Turkey in Asia	.....	.....	.....	.....
69	Turkey in Africa	1	.....	.....	.....
70	United States of Colombia	.....	.....	.....	.....
	Total	548,516	3,767,506	1,079,944	1,108,819

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.									
Coal-tar colors and dyes.	Glycerine.		Logwood and other dye-woods, extracts and decoctions of.		Opium.				
					Crude.		Prepared for smoking.		
Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
									1
	60,252	5,788	4,044	255					2
16,071	1,106,264	84,925	12,997	2,260					3
									4
									5
									6
									7
			2,300	345					8
									9
									10
					24,763	76,328	5,330	38,986	11
									12
									13
									14
									15
79,758	8,717,263	729,925	1,616,129	104,538	3,649	10,238			16
									17
									18
									19
									20
									21
1,065,255	876,555	83,559	251,004	32,190	7,688	19,750			22
245,715	350,033	36,093	1,137,103	55,142	168,884	465,560	17	75	23
2,925	11,810	1,552	117	25					24
									25
									26
400									27
2,564									28
2	27,646	3,041			993	5,040			29
									30
									31
									32
									33
									34
									35
									36
							60,885	544,400	37
									38
									39
									40
									41
	408,721	28,606	64,656	1,845					42
			100	5					43
									44
									45
3,458	1,140,597	113,550	13,035	742	9,600	23,344			46
									47
									48
									49
									50
									51
									52
									53
									54
									55
147									59
	65,931	7,568							60
									65
123,772			294,982	35,857					66
					60,805	146,192			67
					291,736	585,938			68
									69
					145	375			70
1,540,067	12,765,072	1,094,607	3,396,467	233,204	568,263	1,332,765	66,232	583,461	

No. 3.—IMPORTS of MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.			
		Potash, nitrate of, or saltpeter, crude.		Soda. Bicarbonate of.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China	45,693	1,325		
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France				
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	7	1	5,159	275
23	England	56,168	2,537	2,529,138	47,744
24	Scotland			13,843	702
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Pr. Edward Island				
28	Quebec, Ontario, Manitoba, and the Northwest Ter	10	2		
29	British Columbia				
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies	10,211,988	284,422		
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti				
42	Italy				
43	Japan				
44	Liberia				
45	Mexico				
46	Netherlands			440	9
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru				
51	Portugal				
55	Russia on the Baltic and White seas				
56	Russia on the Black Sea				
57	Russia, Asiatic				
58	San Domingo				
59	Spain				
60	Cuba				
65	Sweden and Norway				
66	Switzerland				
67	Turkey in Europe				
70	United States of Colombia				
72	Venezuela				
	Total	10,313,866	288,287	2,548,580	48,730

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.									
Soda.						Sumac, ground.		All other.	
Carbonate, including sal-soda and soda-ash.		Caustic.		All other salts of.					
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	167,831	2
451,891	3,376	2,233	55	.....	.....	103,638	3,114	54,751	3
.....	.....	.....	.....	.....	.....	.....	.....	9,532	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	6	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	75	10
.....	.....	.....	.....	.....	.....	.....	.....	25,697	11
.....	.....	.....	.....	.....	.....	.....	.....	139	12
.....	.....	.....	.....	.....	.....	.....	.....	919	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	144	15
46,344	512	.....	.....	.....	.....	.....	.....	290,477	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	21
720,200	7,295	128,065	3,022	155,672	1,553	.....	.....	943,148	22
285,522,159	2,988,947	84,412,782	1,616,784	14,100,744	42,949	56,000	1,703	1,351,994	23
922,968	9,045	.....	.....	1,434,220	4,193	.....	.....	350,822	24
30,666	304	.....	.....	.....	.....	.....	.....	5,302	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	26
112	2	.....	.....	.....	.....	.....	.....	5,391	27
10,120	139	146,378	3,012	49,130	1,006	11,200	225	11,092	28
.....	.....	.....	.....	6	2	.....	.....	44	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	435	34
.....	.....	.....	.....	.....	.....	.....	.....	1,197	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	311	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	15,243,548	366,907	63,508	42
.....	.....	.....	.....	.....	.....	.....	.....	4,213	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
8	1	.....	.....	.....	.....	.....	.....	327	45
.....	.....	.....	.....	.....	.....	.....	.....	7,305	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	250	50
.....	.....	.....	.....	.....	.....	.....	.....	2,352	51
.....	.....	.....	.....	.....	.....	.....	.....	10,127	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	75	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	.....	.....	.....	.....	713,059	16,675	72,500	59
.....	.....	.....	.....	.....	.....	.....	.....	1,028	60
.....	.....	.....	.....	.....	.....	.....	.....	14	65
.....	.....	.....	.....	.....	.....	.....	.....	18,648	66
.....	.....	.....	.....	.....	.....	.....	.....	5	67
.....	.....	.....	.....	.....	.....	.....	.....	30	70
.....	.....	.....	.....	.....	.....	.....	.....	36	72
287,704,468	3,009,621	84,689,458	1,622,873	15,739,772	49,703	16,127,445	388,624	3,399,726	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		Clays or earths of all kinds, including china-clay, or kaoline.		CLOCKS AND WATCHES, AND PARTS OF.	
				Clocks, and parts of.	Watches and parts of, and watch materials and movements.
		Tons.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	.....	.....	.....	.....
2	Austria	21	462	2,974	48
3	Belgium	128	1.287	1,124	119
4	Brazil	.....	.....	300	.....
5	Central American States: Costa Rica	.....	.....	.....	.....
6	Guatemala	.....	.....	.....	.....
7	Honduras	.....	.....	.....	.....
8	Nicaragua	.....	.....	.....	.....
9	San Salvador	.....	.....	.....	.....
10	Chili	.....	.....	.....	.....
11	China	.....	.....	.....	.....
12	Denmark	.....	.....	28	178
13	Danish West Indies	.....	.....	.....	.....
14	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....
15	Ecuador	.....	.....	.....	.....
16	France	139	2,448	297,458	93,526
17	French West Indies	.....	.....	.....	.....
18	French Guiana	.....	.....	.....	.....
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....
20	French Possessions in Africa and adjacent islands	.....	.....	.....	.....
21	French Possessions, all other	.....	.....	.....	.....
22	Germany	12,267	106,724	21,632	64,861
23	England	25,284	175,554	45,681	36,061
24	Scotland	28	34	356	248
25	Ireland	.....	.....	.....	.....
26	Gibraltar	.....	.....	.....	.....
27	Nova Scotia, New Brunswick, and Prince Edward Isl'd	.....	.....	.....	.....
28	Quebec, Ontario, Manitoba, and the Northwest Ter.	7	106	468	178
29	British Columbia	.....	.....	8	.....
30	Newfoundland and Labrador	.....	.....	63	.....
31	British West Indies	.....	.....	86	5
32	British Guiana	.....	.....	6	.....
33	British Honduras	.....	.....	.....	.....
34	British East Indies	.....	.....	.....	.....
35	Hong-Kong	.....	.....	.....	.....
36	British Possessions in Africa and adjacent islands	.....	.....	.....	.....
37	British Possessions in Australasia	.....	.....	.....	.....
38	British Possessions, all other	.....	.....	.....	.....
39	Greece	.....	.....	.....	.....
40	Hawaiian Islands	.....	.....	.....	.....
41	Hayti	.....	.....	.....	.....
42	Italy	5	133	432	5
43	Japan	.....	.....	2	10
44	Liberia	.....	.....	.....	.....
45	Mexico	.....	.....	5	205
46	Netherlands	122	1,590	4,901	953
47	Dutch West Indies	.....	.....	.....	20
48	Dutch Guiana	.....	.....	.....	.....
49	Dutch East Indies	.....	.....	.....	.....
50	Peru	.....	.....	.....	.....
51	Portugal	1	2	.....	.....
52	Azore, Madeira, and Cape Verde Islands	.....	.....	11	.....
53	Portuguese Possessions in Africa and adjacent islands	.....	.....	.....	.....
54	Roumania	.....	.....	.....	.....
55	Russia on the Baltic and White seas	.....	.....	.....	.....
56	Russia on the Black Sea	.....	.....	.....	.....
59	Spain	5	231	.....	.....
60	Cuba	.....	.....	.....	.....
65	Sweden and Norway	.....	.....	8	.....
66	Switzerland	.....	.....	2,357	1,306,708
67	Turkey in Europe	.....	.....	267	.....
70	United States of Colombia	.....	.....	.....	115
71	Uruguay	.....	.....	.....	.....
72	Venezuela	.....	.....	.....	.....
73	All other countries and ports in Asia	.....	.....	.....	.....
	Total	38,007	288,571	378,167	1,503,240

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.								
Coal, bituminous.		COPPER, AND MANUFACTURES OF.					Corsets.	
		Ore (fine copper contained therein).		Pigs, bars, ingots, old, and other unmanufactured.		All other manufactures of.		
Tons.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
26	67							1
								2
						321	219,175	3
59	136			4,758	300			4
				6,874	258			5
								6
				1,971	134			7
5	10							8
								9
23	34							10
						735		11
								12
				3,250	140	380		13
								14
								15
60	150					2,224	330,519	16
13	33							17
								18
								19
7	18							20
								21
15	29			661	81	1,672	495,534	22
212,727	510,918					108,432	18,001	23
36,825	122,091						3	24
								25
								26
45,935	44,235	394	100	81	4			27
6,319	25,272	3,836,450	188,229	23,975	1,198	124	3	28
280,688	1,084,097					16		29
				507	30			30
252	437			6,742	323	133		31
32	95							32
				1,531	144	254		33
								34
						781		35
62	171					15		36
321,654	921,866							37
								38
								39
							2	40
				400	40			41
						34		42
2	10					1,151		43
								44
1,517	4,897	69,724	5,640	5,825	282	385		45
35	53					132		46
				1,079	98			47
				1,102	71			48
								49
	2			600	20			50
86	173							51
4	15							52
								53
								54
								55
								56
15	33	312,614	20,676					59
24	59			46,604	2,895	48		60
25	36							65
							59	66
								67
194	445			5,485	379	96		70
30	60							71
				496	23	39		72
						10		73
906,634	2,715,442	4,219,182	214,645	111,941	6,420	116,982	1,063,296	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		COTTON, MANUFACTURES OF.			
		Cloths.			
		Not bleached, dyed, colored, stained, painted, or printed.		Bleached, dyed, colored, stained, painted, or printed.	
		Sq. yards.	*Dollars.*	*Sq. yards.*	*Dollars.*
1	Argentine Republic				
2	Austria	1,682	141	12,105	2,387
3	Belgium	3,746	819	11,467	1,686
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China			105	13
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	596,274	95,268	6,516,698	953,658
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	34,085	4,686	970,015	160,597
23	England	1,347,298	138,450	10,653,029	1,170,515
24	Scotland	210,209	18,161	3,903,636	476,608
25	Ireland	16,424	1,797	1,135,059	102,589
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edw. Isl'd.	143	13	194	27
28	Quebec, Ontario, Manitoba, and the Northwest Ter.	122	7	333	43
29	British Columbia	320	20	1,377	195
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
40	Hawaiian Islands				
42	Italy				
43	Japan			604	32
45	Mexico			1,002	110
46	Netherlands				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Possessions in Africa and adjacent isl'ds.				
55	Russia on the Baltic and White seas				
59	Spain				
60	Cuba			153	22
61	Porto Rico				
62	Philippine Islands				
65	Sweden and Norway				
66	Switzerland	811,393	42,274	1,722,538	165,455
67	Turkey in Europe			64	7
68	Turkey in Asia				
69	Turkey in Africa				
70	United States of Colombia			25	2
72	Venezuela				
73	All other countries and ports in Asia				
	Total	3,021 696	301,636	24,928,404	3,033,946

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
COTTON, MANUFACTURES OF.						EARTHEN, STONE, AND CHINA WARE.			
						China, porcelain, parian, and bisque, earthen, stone, and crockery ware.			
Clothing, ready-made, and other wearing-apparel, not including knit goods.	Embroideries, laces, insertings, trimmings, and lace window-curtains.	Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting machines or frames, or knit by hand.	Thread (not on spools), yarn, warps, or warp-yarn.		All other.	Not decorated or ornamented.	Decorated or ornamented.	All other.	
Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	10	.....	.....	.....	1
6,559	6,836	4,777	.....	.....	393,521	46,814	347,246	769	2
87	91,618	468	45	11	19,683	783	6,789	6,552	3
.....	.....	.....	.....	.....	41	7	18	.....	4
.....	.....	.....	.....	.....	.....	.....	1	.....	5
.....	.....	.....	.....	.....	.....	23	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
22,248	.....	.....	.....	.....	47,262	2	26,983	48	11
7	1	.....	.....	.....	93	525	2,011	30	12
.....	.....	.....	.....	.....	2	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
299,546	777,104	505,749	26,532	36,763	900,300	155,787	502,154	13,401	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	53	.....	6	.....	20
.....	.....	.....	.....	.....	41	.....	.....	.....	21
57,857	1,059,443	5,523,812	100,174	60,724	1,003,377	55,572	781,349	21,438	22
23,465	2,677,345	835,981	843,498	332,048	3,404,715	755,310	1,750,729	1,001,028	23
11,647	400,865	6,775	919,684	486,478	460,909	4,018	3,445	15,568	24
1,194	12,163	3,646	.....	.....	512,187	198	148	.....	25
.....	.....	.....	.....	.....	6	17	34	.....	26
.....	.....	.....	.....	.....	126	24	52	1,852	27
378	410	17	.....	.....	2,183	4,077	2,358	1,384	28
47	29	.....	.....	.....	693	88	212	20	29
.....	.....	.....	.....	.....	.....	.....	5	.....	30
10	.....	25	.....	.....	61	.....	21	154	31
.....	.....	.....	.....	.....	.....	.....	15	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	1,097	.....	.....	.....	2,873	49	88	12	34
775	.....	105	1,067	114	1,994	460	12,314	.....	35
.....	1	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	453	.....	236	.....	37
.....	.....	.....	.....	.....	225	.....	10	.....	40
.....	160	37	.....	.....	2,468	1,028	6,796	1,604	42
542	1,698	.....	2	6	5,932	2,010	166,308	575	43
42	51	110	42	15	597	442	1,076	83	45
372	1,614	371	.....	.....	159	242	5,457	94	46
.....	.....	.....	.....	.....	.....	22	138	.....	51
.....	1,160	.....	.....	.....	450	70	19	40	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	52	.....	55
.....	.....	.....	.....	.....	9	122	142	267	59
.....	7	.....	.....	.....	339	753	24	135	60
5	.....	.....	.....	.....	.....	.....	.....	.....	61
.....	.....	.....	.....	.....	.....	.....	461	.....	62
536	.....	.....	.....	.....	63	.....	530	129	65
11,030	5,428,356	27,894	3,754	3,835	102,274	1,130	2,684	.....	66
9	6,299	337	.....	.....	2,315	23	637	27	67
.....	634	.....	.....	.....	5,581	.....	1,321	3	68
.....	182	.....	.....	.....	185	.....	54	.....	69
.....	.....	.....	.....	.....	7	4	49	.....	70
.....	.....	.....	.....	.....	.....	.....	.....	7	72
.....	.....	.....	.....	.....	57	.....	136	.....	73
436,356	10,467,073	6,910,104	1,894,798	919,994	6,871,244	1,029,600	3,622,107	1,065,220	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		FANCY ARTICLES.			
		Beads (except amber) and bead ornaments.	Dolls and other toys.	Fans, except palm-leaf.	Feathers, ornamental, natural.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	.....	.....	.....	33,969
2	Austria	115,073	26,987	159,476	.....
3	Belgium	15,191	8,371	448	.....
4	Brazil	.....	5	43	1,447
5	Central American States: Costa Rica	.....	.....	.....	33
6	Guatemala	.....	.....	.....	187
7	Honduras	.....	.....	.....	.....
8	Nicaragua	.....	.....	.....	.....
9	San Salvador	.....	.....	.....	.....
10	Chili	.....	.....	.....	.....
11	China	.....	333	5,593	.....
12	Denmark	.....	33	.....	7
13	Danish West Indies	.....	.....	.....	.....
14	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....
15	Ecuador	.....	.....	.....	.....
16	France	533,825	182,504	198,795	591,135
17	French West Indies	.....	.....	.....	.....
18	French Guiana	.....	.....	.....	.....
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....
20	French Possessions in Africa and adjacent islands	.....	.....	.....	.....
21	French Possessions, all other	.....	.....	.....	.....
22	Germany	1,134,113	1,373,783	15,632	89,788
23	England	24,948	44,066	3,091	778,656
24	Scotland	14,009	395	662	55
25	Ireland	.....	.....	.....	106
26	Gibraltar	10	.....	.....	.....
27	Nova Scotia, New Brunswick, and Prince Edward Island	.....	9	.....	.....
28	Quebec, Ontario, Manitoba, and the Northwest Territory	508	939	282	21
29	British Columbia	.....	.....	.....	1
30	Newfoundland and Labrador	.....	.....	.....	.....
31	British West Indies	.....	.....	25	.....
32	British Guiana	.....	.....	.....	.....
33	British Honduras	.....	.....	.....	45
34	British East Indies	.....	16	357	.....
35	Hong-Kong	2	240	4,961	.....
36	British Possessions in Africa and adjacent islands	.....	.....	.....	188,622
37	British Possessions in Australasia	.....	.....	.....	75
38	British Possessions, all other	.....	.....	3	1,437
39	Greece	.....	.....	.....	.....
40	Hawaiian Islands	.....	.....	5	.....
41	Hayti	.....	.....	.....	.....
42	Italy	5,658	145	79	101
43	Japan	47	14,452	100,398	1,882
44	Liberia	.....	.....	.....	.....
45	Mexico	.....	800	44	363
46	Netherlands	235	4,152	.....	16
47	Dutch West Indies	.....	.....	.....	.....
51	Portugal	.....	.....	.....	.....
55	Russia on the Baltic and White seas	.....	57	.....	.....
59	Spain	12	.....	148	.....
60	Cuba	14	.....	24	.....
61	Porto Rico	.....	.....	.....	.....
62	Philippine Islands	.....	.....	.....	.....
65	Sweden and Norway	50	.....	.....	36
66	Switzerland	14,299	1,560	195	.....
67	Turkey in Europe	30	9	21	.....
68	Turkey in Asia	228	.....	.....	.....
69	Turkey in Africa	.....	.....	.....	184
70	United States of Colombia	5	.....	20	15
71	Uruguay	.....	.....	.....	5,317
72	Venezuela	.....	30	.....	.....
73	All other countries and ports in Asia	.....	.....	.....	.....
	Total	1,858,257	1,658,886	490,302	1,693,498

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
FANCY ARTICLES.				FISH, NOT ELSEWHERE SPECIFIED.					
							Herring.		
Feathers and flowers, artificial.	Perfumeries, cosmetics, and all toilet preparations.	Pipes of all kinds, and smokers' articles.	All other.	Anchovies and sardines, packed in oil or otherwise.	Cod, haddock, hake, and pollock, dried, smoked, or pickled.		Dried or smoked.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
1,922	136	63,168	26,222	18,729	.....	.....	.....	.....	2
61	335	322	312	3,355	.....	.....	.....	.....	3
12	55	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	419	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
662	.....	1,046	3,860	.....	.....	.....	.....	.....	11
.....	.....	15	24	158	.....	.....	.....	.....	12
.....	19,160	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
357,523	257,776	34,079	144,530	619,801	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	215,664	8,156	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	2,187,989	70,036	.....	.....	19
.....	.....	.....	10	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	21
33,684	13,708	62,082	203,157	6,102	200	44	5,952	147	22
12,729	79,404	3,239	53,775	56,213	10,064	171	32,419	1,126	23
.....	4	19,840	15,165	.....	.....	.....	.....	.....	24
20	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	17	8	.....	.....	.....	.....	.....	26
.....	80	.....	13	267	9,476,948	231,593	5,325,520	76,246	27
5	.....	87	2,846	1,334	339,669	5,586	21,060	532	28
4	22	15	.....	.....	.....	.....	510	25	29
.....	.....	.....	.....	.....	2,194,658	77,584	2,431	102	30
28	1,111	21	444	.....	15	1	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	31	.....	169	.....	.....	.....	.....	.....	34
159	12	55	395	.....	.....	.....	.....	.....	35
.....	.....	.....	7	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	20	2	91	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	41
.....	1,349	447	21,401	5,366	.....	.....	.....	.....	42
58	10	355	15,096	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
617	164	6	284	.....	.....	.....	.....	.....	45
5	931	2,124	276	6,013	110	4	166,586	9,305	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	59,545	.....	.....	.....	.....	51
.....	1,322	138	5	.....	.....	.....	.....	.....	55
.....	.....	.....	4	8,686	.....	.....	.....	.....	59
.....	359	.....	62	1,193	40,268	3,002	30	4	60
.....	9,231	.....	.....	.....	.....	.....	.....	.....	61
.....	.....	3	59	.....	.....	.....	.....	.....	62
.....	.....	3	57	14,419	248,690	10,949	53,371	1,966	65
69	2	254	1,164	.....	.....	.....	.....	.....	66
.....	136	242	572	.....	.....	.....	.....	.....	67
.....	.....	13	354	.....	.....	.....	.....	.....	68
.....	.....	19	15	.....	.....	.....	.....	.....	69
.....	.....	3	13	.....	100	4	.....	.....	70
.....	.....	.....	.....	.....	.....	.....	.....	.....	71
.....	4	.....	.....	.....	.....	.....	.....	.....	72
.....	.....	1	.....	.....	.....	.....	.....	.....	73
407,558	385,362	187,596	490,809	801,181	14,714,375	407,130	5,607,879	89,453	

No. 3.—IMPORTS of MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		FISH, NOT ELSEWHERE SPECIFIED.			
		Herring.		Mackerel, pickled.	
		Pickled or salted.			
		Barrels.	*Dollars.*	*Barrels.*	*Dollars.*
1	Argentine Republic				
2	Austria	1	6		
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China				
12	Denmark	1	11		
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France				
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	14,506	124,289		
23	England	1,928	10,562		
24	Scotland	876	5,721		
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island	22,599	79,292	78,580	635,628
28	Quebec, Ontario, Manitoba, and the Northwest Territory	11,285	49,256	339	2,684
29	British Columbia	6	63		
30	New Foundland and Labrador	5,649	23,932	253	2,230
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti				
42	Italy	45	401		
43	Japan				
44	Liberia				
45	Mexico				
46	Netherlands	30,858	359,627		
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
53	Portuguese Possessions in Africa and adjacent islands				
54	Roumania				
55	Russia on the Baltic and White seas				
56	Russia on the Black sea				
57	Russia, Asiatic				
58	San Domingo				
59	Spain				
60	Cuba				
61	Porto Rico				
62	Philippine Islands				
63	Spanish Possessions in Africa and adjacent islands				
64	Spanish Possessions, all other				
65	Sweden and Norway	19,632	94,325		
67	Turkey in Europe				
68	Turkey in Asia				
	Total	107,386	747,485	79,172	640,542

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.											
FISH, NOT ELSEWHERE SPECIFIED.			FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.								
			Unmanufactured.								
Salmon, pickled.		All other.	Flax.		Hemp, and all substitutes for hemp.		Jute.		Sisal grass, and other vegetable substances.		
Bbls.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	
											1
		16			56	8,785					2
		33	403	112,887	199	49,280					3
		11									4
											5
											6
											7
											8
											9
											10
		51,150			189	23,107	9	535			11
											12
											13
											14
											15
		5,349	244	59,604	15	3,527					16
											17
											18
											19
											20
		195									21
		8,333	10	1,553	1,019	157,594					22
		5,704	300	97,606	3,135	423,248	359	18,460	213	28,063	23
		1,427	739	324,865	363	10,498	4	199			24
			917	389,281	15	2,611					25
		15									26
2,900	42,771	96,898									27
128	1,918	86,258	1,682	298,079		9					28
1	4	20,468									29
1,678	24,305	1,489									30
		12									31
											32
											33
					125	15,500	88,142	2,596,934			34
		2,897									35
									64	7,782	36
		97									37
											38
											39
		929									40
											41
		2,394	22	3,694	805	141,196					42
						51					43
											44
		1,635							36,078	3,697,156	45
		1,722	1,033	241,676	32	6,419					46
											47
											48
											49
											53
											54
		33	1,790	392,937	135	22,297					55
											56
		100									57
											58
		230									59
		1,250				6					60
											61
					26,636	3,125,206					62
											63
											64
		28,349			13	2,038					65
					2	150					67
		25									68
4,707	68,998	317,019	7,140	1,922,182	32,739	4,041,522	88,514	2,616,128	36,355	3,733,001	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.				
		FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.				
		Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value.				
		Bags and bagging, and like manufactures.	Burlaps (except for bagging for cotton.)	Brown or bleached linens, ducks, canvas, paddings, cotbottoms, diapers, crash, huckabacks, handkerchiefs, and lawns.	Cables and cordage.	
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic	.....	.....	.....	.....	.....
2	Austria	108	.....	206, 521	.....	.....
3	Belgium	139	.....	251, 405	564	43
4	Brazil	.....	.....	.....	.....	.....
5	Central American States: Costa Rica	.....	.....	.....	.....	.....
6	Guatemala	.....	.....	.....	.....	.....
7	Honduras	.....	.....	.....	.....	.....
8	Nicaragua	.....	.....	.....	.....	.....
9	San Salvador	.....	.....	.....	.....	.....
10	Chili	.....	.....	.....	.....	.....
11	China	8, 434	659	14	.....	.....
12	Denmark	.....	.....	.....	.....	.....
13	Danish West Indies	.....	.....	25	.....	.....
14	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....	.....
16	France	3, 426	.....	240, 119	.....	.....
21	French Possessions, all other	.....	.....	.....	.....	.....
22	Germany	4, 896	.....	950, 587	.....	.....
23	England	116, 150	267, 586	1, 869, 582	407, 128	31, 134
24	Scotland	66, 141	3, 348, 627	3, 343, 930	.....	.....
25	Ireland	1, 284	5, 800	6, 350, 301	.....	.....
26	Gibraltar	.....	.....	.....	.....	.....
27	Nova Scotia, New Brunsw'k, and Pr. Ed. Isl'd	.....	.....	4	.....	.....
28	Quebec, Ontario, Manitoba, and the N. W. Ter.	309	148	684	1, 603	147
29	British Columbia	.....	.....	5	.....	.....
31	British West Indies	9	5	79	485	31
33	British Honduras	.....	.....	.....	.....	.....
34	British East Indies	793, 291	188, 845	.....	5, 752	181
35	Hong-Kong	.....	.....	225	.....	.....
37	British Possessions in Australasia	170	.....	.....	.....	.....
38	British Possessions, all other	.....	.....	.....	.....	.....
39	Greece	.....	.....	.....	.....	.....
40	Hawaiian Islands	.....	.....	.....	.....	.....
41	Hayti	.....	.....	.....	.....	.....
42	Italy	1, 008	.....	51	.....	.....
43	Japan	.....	.....	.....	.....	.....
45	Mexico	667	.....	151	4, 481	901
46	Netherlands	481	9, 961	2, 182	200	2
49	Dutch East Indies	593	.....	.....	.....	.....
51	Portugal	.....	.....	.....	.....	.....
52	Azore, Madeira, and Cape Verde Islands	.....	.....	187	.....	.....
55	Russia on the Baltic and White seas	.....	4, 354	69, 241	502, 398	50, 810
56	Russia on the Black sea	.....	.....	.....	.....	.....
58	San Domingo	.....	.....	.....	.....	.....
59	Spain	.....	.....	302	.....	.....
60	Cuba	160	.....	38	.....	.....
61	Porto Rico	.....	.....	.....	.....	.....
65	Sweden and Norway	.....	.....	.....	3, 626	301
66	Switzerland	.....	595	22, 008	.....	.....
67	Turkey in Europe	.....	.....	2, 323	.....	.....
68	Turkey in Asia	.....	.....	345	.....	.....
69	Turkey in Africa	.....	.....	.....	.....	.....
70	United States of Colombia	4	.....	.....	.....	.....
	Total	997, 270	3, 826, 580	13, 310, 309	926, 237	83, 550

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.				FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.						
Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value.										
Thread, twine, and pack-thread.	Yarns.		All other.	Figs.		Lemons.	Oranges.	Prunes.		
Dollars.	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	45	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	21,586	23,798	529	653	6,988	55,400,262	1,593,113	2
16	115,103	4,123	112,008	.....	.....	.....	.....	811	95	3
.....	.....	.....	20	.....	.....	.....	90	.....	.....	4
.....	.....	.....	5	.....	.....	.....	50	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	38	.....	.....	109	1,209	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	860	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
4,229	.....	.....	2,301	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	323	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	17	.....	.....	4	95	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
5,443	18,049	1,877	789,087	435	45	7,698	530	18,355,992	939,527	16
.....	.....	.....	.....	.....	.....	.....	8,426	.....	.....	21
868	3,061	1,116	348,985	.....	.....	268	.....	17,330,647	444,367	22
160,812	2,547,099	210,174	533,060	1,813,404	107,401	6,854	82,223	175,496	7,628	23
174,907	11,324,942	479,119	277,955	.....	.....	.....	1,982	.....	.....	24
289,705	702,110	87,219	53,844	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	125	7	.....	.....	.....	.....	26
.....	.....	.....	1	.....	.....	.....	.....	11,200	448	27
1,553	.....	.....	3,194	7,181	486	29,872	1,503	31,996	1,340	28
384	.....	.....	1,996	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	15	.....	.....	545	321,279	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	2,246	.....	.....	33
.....	350	14	1,472	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	345	.....	.....	.....	.....	150	9	35
.....	.....	.....	14,591	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	49,522	4,145	.....	.....	.....	.....	39
.....	.....	.....	8	.....	.....	.....	41	.....	.....	40
.....	.....	.....	.....	.....	.....	100	5	.....	.....	41
481	22,040	2,546	1,943	40,637	2,120	3,697,943	1,735,306	19,441	1,187	42
147	.....	.....	2,866	.....	.....	.....	.....	.....	.....	43
2	.....	.....	65,160	2,008	96	27	26,237	167	6	45
.....	.....	.....	1,246	.....	.....	.....	.....	50	3	46
.....	.....	.....	62	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	20	150	12	.....	.....	960	275	51
.....	.....	.....	1,543	.....	.....	.....	36	.....	.....	52
.....	.....	.....	5,314	.....	.....	.....	.....	.....	.....	55
.....	.....	.....	6	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	400	.....	.....	58
.....	.....	.....	139	6,837	241	90,955	105,580	.....	.....	59
17	.....	.....	20	25	3	119	97,078	.....	.....	60
.....	.....	.....	5	.....	.....	.....	15,492	.....	.....	61
.....	.....	.....	33	.....	.....	.....	.....	.....	.....	65
.....	.....	.....	32,534	.....	.....	.....	.....	.....	.....	66
.....	.....	.....	18,265	55	2	.....	.....	705,453	11,650	67
.....	.....	.....	138	6,780,406	372,515	.....	361	.....	.....	68
.....	.....	.....	350	.....	.....	.....	.....	.....	.....	69
.....	.....	.....	26	.....	.....	.....	123	.....	.....	70
638,564	14,732,754	786,188	2,290,567	8,724,583	487,602	3,835,147	2,408,140	92,032,625	2,999,648	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			
		Raisins.		Preserved fruits.	All other fruits.
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria			4,531	2,776
3	Belgium			2,022	
4	Brazil			114	
5	Central American States: Costa Rica			4	
6	Guatemala				
7	Honduras				622
8	Nicaragua				
9	San Salvador				
10	Chili	60	3		
11	China			54	11,902
12	Denmark			4	
13	Danish West Indies			116	5
14	Greenland, Iceland, and the Faroe Islands				
16	France			135,188	2,491
17	French West Indies			10	
18	French Guiana			1,015	
19	Miquelon, Langley, and St. Pierre Islands				
21	French Possessions, all other			2,160	
22	Germany			123,036	32,902
23	England	1,369,147	65,723	51,096	422,046
24	Scotland			4,442	579
25	Ireland			832	
26	Gibraltar	66	6		12
27	Nova Scotia, New Brunswick, and Prince Edward Island			496	38
28	Quebec, Ontario, Manitoba, and the Northwest Territory	19,433	1,180	1,475	7,364
29	British Columbia			33	1
30	Newfoundland and Labrador			4	
31	British West Indies			24,156	3,890
32	British Guiana			39	
33	British Honduras				173
34	British East Indies			2,781	20,737
35	Hong-Kong			774	66
36	British Possessions in Africa and adjacent islands	18,255	932	10	
37	British Possessions in Australasia				10
38	British Possessions, all other				6,029
39	Greece	39,942	1,656		904,784
40	Hawaiian Islands			51	
41	Hayti			260	
42	Italy	113,140	5,073	377,740	514
43	Japan			30	
44	Liberia			7	
45	Mexico	42	3	645	40,739
46	Netherlands			810	33
47	Dutch West Indies			8	
48	Dutch Guiana			176	32
50	Peru				
51	Portugal			426	
55	Russia on the Baltic and White seas				
57	Russia, Asiatic			68	
59	Spain	37,782,740	2,152,045	517	299,461
60	Cuba	1,360	114	11,476	140
61	Porto Rico			557	12
62	Philippine Islands				
63	Spanish Possessions in Africa and adjacent islands				
65	Sweden and Norway				
66	Switzerland			28	
67	Turkey in Europe	87	7	1,041	
68	Turkey in Asia	1,328,824	55,229	184	1,134
69	Turkey in Africa				104
70	United States of Colombia	192	10	33	165
72	Venezuela			44	
73	All other countries and ports in Asia				40,701
	Total	40,673,288	2,281,981	748,493	1,799,462

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.											
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			Furs, dressed on the skin, and manufactures of fur.	GLASS AND GLASSWARE.							
Nuts.				Bottles, vials, demi-johns, carboys, and jars, empty or filled.	Cylinder, crown, and common window-glass, unpolished.		Cylinder and crown glass, polished.				
Almonds.		All other.					Unsilvered.		Silvered.		
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. feet.*	*Dolls.*	*Sq. feet.*	*Dolls.*	
			47								1
11,053	1,396	1,434	3,451	21,826			417	133			2
260	45	6	398,070	13,612	56,785,498	1,183,510	26,419	5,789			3
		76	25	5							4
											5
		3									6
											7
											8
											9
		5,261	28								10
15,923	1,122	3,719	555,939	115							11
			133	1							12
		1		6							13
											14
1,546,990	153,027	322,654	1,034,877	78,569	304,385	14,621	35,961	14,080	3	3	16
											17
											18
			379								19
											21
26,535	3,150	7,775	1,067,339	364,003	482,888	28,491	178,659	56,543	1,250	554	22
334,777	43,148	39,604	1,673,559	163,992	4,758,558	192,336	28,101	8,955	1,710	705	23
			38,400	4,080							24
			6	68,180							25
		8									26
			38	16	150	8					27
		1,301	10,164	1,274	522	33					28
		77	240	13							29
			10								30
		3		195							31
				18							32
											33
				1,372							34
448	30	22	7,935	3							35
				4							36
		434	1,287								37
											38
											39
											40
		60									41
1,021,134	129,005	288,958	58	8,666							42
		1	10,311	5							43
											44
		741	232	220							45
		171	2,548	9,374	23,315	1,160					46
											47
											48
		2,095									50
1,000	200	2									51
			1,365	773							55
											57
2,318,255	239,988	1,952	10	87							59
2,295	293	49	6	122							60
											61
				20							62
203,693	26,072										63
			826	2,635							65
			188	2							66
		1,806	1,748	32							67
		4,638		20							68
											69
		27	115								70
											72
											73
5,482,363	597,476	682,878	4,809,334	739,240	62,355,416	1,420,159	269,557	85,500	2,963	1,262	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.					
		GLASS AND GLASSWARE.					
		Plate glass.					
		Fluted, rolled, or rough.		Unsilvered.		Silvered.	
		Sq. feet.	*Dollars.*	*Sq. feet.*	*Dollars.*	*Sq. feet.*	*Dollars.*
1	Argentine Republic						
2	Austria					6,050	2,350
3	Belgium	28,356	1,313	1,325,044	400,678	72,973	27,211
4	Brazil						
5	Central American States: Costa Rica						
6	Guatemala						
7	Honduras						
8	Nicaragua						
9	San Salvador						
10	Chili						
11	China						
12	Denmark						
13	Danish West Indies					14	9
14	Greenland, Iceland, and the Faroe I'ds						
15	Ecuador						
16	France			468,898	151,206	12,387	15,531
17	French West Indies						
18	French Guiana						
19	Miquelon, Langley, and St. Pierre I'ds						
20	French Poss. in Africa and adj. is'ds						
21	French Possessions, all other						
22	Germany	5,618	509	478,766	134,992	4,475,873	1,596,899
23	England	1,095,066	50,314	1,667,603	497,156	5,143	2,221
24	Scotland	1,096,469	38,763			8,124	2,626
25	Ireland						
26	Gibraltar						
27	N. Scotia, N. Brunswick, and P. E. I.						
28	Quebec, Ontario, Man., and N.W.Ter.			8	6	24	10
29	British Columbia						
30	Newfoundland and Labrador						
31	British West Indies						
32	British Guiana						
33	British Honduras						
34	British East Indies						
35	Hong-Kong						
36	British Poss. in Africa and adj. is'ds						
37	British Possessions in Australasia						
38	British Possessions, all other						
39	Greece						
40	Hawaiian Islands						
41	Hayti						
42	Italy					22	116
43	Japan						
45	Mexico						
46	Netherlands			26,196	6,619		
47	Dutch West Indies						
49	Dutch East Indies						
50	Peru						
51	Portugal						
52	Azore, Madeira, and Cape Verde Is'ds						
55	Russia on the Baltic and White seas						
59	Spain						
60	Cuba						
62	Philippine Islands						
65	Sweden and Norway						
66	Switzerland						
67	Turkey in Europe			1,361	477	266	181
68	Turkey in Asia						
69	Turkey in Africa						
70	United States of Colombia						
72	Venezuela						
75	All other islands and ports						
	Total	2,225,509	90,899	3,967,876	1,191,134	4,580,876	1,647,154

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
GLASS AND GLASS-WARE.	Hair, not elsewhere specified, and manufactures of.	Hats, bonnets, and hoods, and materials for.	Hay.		Hops.		India-rubber and gutta-percha, manufactures of.	IRON AND STEEL, AND MANUFACTURES OF.		
All other.								Ore, iron.		
Dollars.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
782,160	13,265	2,167	.....	.....	705,984	179,088	1,009	.....	.....	2
171,399	9,137	68,971	.....	.....	19,341	2,416	212	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	1	4	4
.....	.....	8	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	5	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	25	.....	.....	10
2,006	.....	1,194,148	.....	.....	.....	.....	62	.....	.....	11
14	5	.....	.....	.....	.....	.....	31	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
454,013	61,152	689,670	.....	.....	6,681	936	38,320	5,218	14,935	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	215,760	364,703	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
356,603	47,661	910,047	1	7	14,791,676	2,818,326	79,861	.....	9	22
333,831	52,566	457,704	.....	.....	2,760,821	346,745	141,504	72,546	225,540	23
24,754	4,005	1,614	.....	.....	14,112	1,378	1,858	13	516	24
54	53	.....	.....	.....	.....	.....	.....	1,250	2,153	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	1,116	11,345	.....	.....	142	21	81	27
1,273	98	3,974	77,137	777,754	.....	.....	2,592	18,430	55,267	28
77	.....	73	2	30	.....	.....	100	5,001	10,002	29
.....	.....	.....	.....	.....	.....	.....	44	.....	.....	30
23	.....	219	.....	.....	.....	.....	.....	1	5	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	464	.....	.....	.....	.....	.....	.....	.....	34
241	10,234	7,299	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	7,800	936	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	44,173	65,270	39
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
5,203	11,530	970,805	.....	.....	.....	.....	3	114,423	241,025	42
1,219	24	159,281	.....	.....	.....	.....	.....	.....	.....	43
63	104	3,087	112	1,258	.....	.....	24	.....	.....	45
1,002	930	10	.....	.....	231,634	54,844	4	.....	.....	46
3	.....	6,865	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	3,784	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	465	.....	.....	.....	.....	.....	2,100	4,200	50
.....	.....	.....	.....	.....	.....	.....	.....	10,122	20,591	51
.....	.....	614	.....	.....	.....	.....	.....	.....	.....	52
6,502	22	.....	.....	.....	.....	.....	.....	.....	.....	55
.....	.....	90,880	.....	.....	.....	.....	.....	522,719	855,896	59
170	.....	15	.....	.....	.....	.....	9	109,928	200,723	60
.....	.....	34,857	.....	.....	.....	.....	.....	.....	.....	62
195	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
3,319	1,260	203,190	.....	.....	.....	.....	47	.....	.....	66
395	.....	458	.....	.....	.....	.....	.....	.....	.....	67
.....	.....	22	.....	.....	.....	.....	184	1,689	25,117	68
.....	.....	.....	.....	.....	.....	.....	.....	13,613	23,330	69
14	.....	5,329	.....	.....	.....	.....	.....	1,400	2,364	70
.....	.....	3,061	.....	.....	.....	.....	.....	1,905	3,404	72
.....	.....	.....	.....	.....	.....	.....	.....	1,461	3,222	73
2,144,547	212,046	4,819,086	78,368	790,394	18,538,049	3,404,669	266,031	1,141,774	2,118,357	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		IRON AND STEEL, AND MANUFACTURES OF.			
		Pig-iron.		Scrap, fit only to be remanufactured.	Iron, wrought and cast.
		Tons.	*Dollars.*	*Tons.*	*Dollars.*
1	Argentine Republic			2,087	22,890
2	Austria	12	203	1,854	27,832
3	Belgium	1,696	36,431	9,804	133,670
4	Brazil			1,633	15,885
5	Central American States: Costa Rica			11	54
6	Guatemala			11	120
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili			467	3,986
11	China				
12	Denmark			2,478	36,896
13	Danish West Indies			5	56
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France			14,792	227,135
17	French West Indies			5	121
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other			3	26
22	Germany	47,169	768,430	33,260	457,122
23	England	279,150	4,569,934	103,322	1,554,824
24	Scotland	81,506	1,031,654	18,259	282,986
25	Ireland	3,778	46,441	4,327	59,093
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island	4	76	204	2,743
28	Quebec, Ontario, Manitoba, and the Northwest Territory	27	424	2,933	47,875
29	British Columbia			10	110
30	Newfoundland and Labrador	50	851		
31	British West Indies	60	793	42	476
32	British Guiana				
33	British Honduras				
34	British East Indies			10,437	99,671
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands			2,318	24,604
37	British Possessions in Australasia			4	69
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands			9	90
41	Hayti			5	40
42	Italy				3
43	Japan				
44	Liberia				
45	Mexico			31	447
46	Netherlands	2,552	39,626	20,787	301,526
47	Dutch West Indies			5	13
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru			382	3,670
51	Portugal			32	176
52	Azore, Madeira, and Cape Verde Islands			85	426
53	Portuguese Possessions in Africa and adjacent islands				
54	Roumania				
58	San Domingo			1	4
59	Spain	2,300	22,960	3,964	56,313
60	Cuba			4,019	45,743
61	Porto Rico				
62	Philippine Islands			1	10
65	Sweden and Norway	556	10,403	7,558	110,100
70	United States of Colombia			199	367
71	Uruguay	59	569	411	2,649
	Total	418,919	6,528,795	245,755	3,519,821

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
IRON AND STEEL, AND MANUFACTURES OF.										
Scrap, fit only to be remanufactured.		Bar iron, rolled or hammered.		Bars, railway.				Cotton-ties, or hoops for baling purposes, of iron and steel.		
Steel.				Of iron.		Of steel, or in part of steel.				
Tons.	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	
										1
										2
1,169	13,620	6,973,609	76,892			2,907	53,351			3
										4
										5
										6
										7
										8
										9
										10
										11
		448,000	7,921							12
										13
										14
										15
1,586	18,800	628	33							16
										17
										18
										19
										20
										21
1,708	20,441	3,740,606	50,726			11,031	199,889	482	12	22
9,207	120,443	4,868,712	95,920			60,718	1,185,131	28,237,759	348,563	23
3,385	44,748	393,338	6,643							24
1,103	12,092									25
										26
19	189	560	1[illegible]	12	206					27
5,033	82,164	7,680	157			1,655	36,393			28
		750	45	5	135					29
										30
										31
										32
										33
										34
										35
										36
										37
										38
										39
										40
										41
										42
										43
										44
										45
500	8,142					702	12,810			46
										47
										48
										49
										50
										51
1	17									52
										53
										54
										58
2,300	28,739									59
										60
										61
										62
1	49	57,638,277	1,119,404							65
						13	260			70
										71
26,012	349,444	74,072,160	1,357,758	17	341	77,026	1,487,834	28,238,241	348,575	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		IRON AND STEEL, AND MANUFACTURES OF.			
		Hoop, band, and scroll iron.		Hoops, bands, strips, sheets, and plates of steel.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium			692, 953	8, 935
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China				
12	Denmark				
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France			65, 374	25, 067
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	1, 328	34	4, 019, 180	54, 992
23	England	50, 104	690	22, 676, 702	382, 080
24	Scotland			7, 733, 465	102, 677
25	Ireland				
26	Gibraltar				
27	Nova Scotia, N. Brunswick, and Prince Edward Island				
28	Quebec, Ontario, Manitoba, and the Northwest Ter	156	4	25	1
29	British Columbia				
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong				
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti				
42	Italy				
43	Japan				
44	Liberia				
45	Mexico			692	40
46	Netherlands				
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
53	Portuguese Possessions in Africa and adjacent islands				
54	Roumania				
55	Russia on the Baltic and White seas				
56	Russia on the Black sea				
57	Russia, Asiatic				
58	San Domingo				
59	Spain				
60	Cuba				
61	Porto Rico				
62	Philippine Islands				
65	Sweden and Norway			465	15
	Total	51, 588	728	35, 188, 856	573, 807

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.								
IRON AND STEEL, MANUFACTURES OF.								
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified.		Sheet, plate, and taggers' iron.		Tin-plates, terne-plates, or taggers' tin.		Wire rods (rivet, screw, nail, and fence), round, in coils and loops, of iron or steel.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
158	23	.....	.....	.....	.....	.....	.....	2
32,816,207	250,584	10,972	268	.....	.....	26,949,481	297,854	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	1,000	200	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
14,397	1,659	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
942,563	8,476	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	21
154,030,717	1,234,337	24,174	5,359	.....	.....	194,752,005	2,128,096	22
397,569,194	3,775,720	10,834,654	287,556	566,071,998	16,688,810	19,719,465	324,074	23
39,746,617	362,109	22,990	518	.....	.....	21,852	249	24
3,047,736	20,117	.....	.....	.....	.....	112,000	1,051	25
.....	.....	.....	.....	.....	.....	.....	.....	26
1,875	75	82	7	10,800	344	.....	.....	27
30,924	540	112,815	2,921	6,137,599	221,736	.....	.....	28
4,289	295	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	45
1,928,724	16,581	.....	.....	.....	.....	30,020,775	314,193	46
.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	4,065,070	249,684	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	.....	.....	.....	.....	.....	.....	59
.....	.....	.....	.....	.....	.....	.....	.....	60
926	65	.....	.....	.....	.....	.....	.....	61
.....	.....	.....	.....	.....	.....	.....	.....	62
9,244,072	145,987	1,973	49	.....	.....	50,963,332	1,011,348	65
639,378,399	5,816,568	15,073,730	546,562	572,220,397	16,910,890	322,538,910	4,076,865	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		IRON AND STEEL, AND MANUFACTURES OF.			
		Wire, and wire rope and strand, iron or steel.		Manufactures of, not elsewhere specified.	Anvils, axles, and forgings, of iron or steel.
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium	35	1	15,481	1,602
4	Brazil			661	44
	Central American States: Costa Rica				
5	Guatemala				
6	Honduras				
7	Nicaragua				
8	San Salvador				
9	Chili			3,232	150
10	China				
11	Denmark				
12	Danish West Indies			600	100
13	Greenland, Iceland, and the Faroe Islands				
14	Ecuador				
15	France	3,168	663	19,226	2,306
16	French West Indies				
17	French Guiana				
18	Miquelon, Langley, and St. Pierre Islands				
19	French Possessions in Africa and adjacent islands				
20	French Possessions, all other				
21	Germany	1,182,971	86,366	715,392	25,559
22	England	3,680,221	432,624	1,586,273	97,161
23	Scotland				
24	Ireland				
25	Gibraltar				
26	Nova Scotia, New Brunswick, and Prince Edward Island	215	13	2,446	117
27	Quebec, Ontario, Manitoba, and the Northwest Territory	3,537	181	48,378	2,312
28	British Columbia			1,830	120
29	British West Indies			50	2
31	British Guiana				
32	British Honduras			38	5
33	British East Indies				
34	Hong-Kong				
35	British Possessions in Africa and adjacent islands				
36	British Possessions in Australasia				
37	British Possessions, all other				
38	Hawaiian Islands				
40	Italy				
42	Japan				
43	Liberia				
44	Mexico				
45	Netherlands				
46	Dutch West Indies				
47	Dutch East Indies				
49	Peru				
50	Portugal				
51	Azore, Madeira, and Cape Verde Islands				
52	Roumania				
54	Russia on the Baltic and White seas				
55	San Domingo				
58	Spain				
59	Cuba	6	1		
60	Philippine Islands				
62	Sweden and Norway	2,783	138		
65	Switzerland	41	7	15	5
66	Turkey in Europe				
67	Turkey in Asia				
68	Turkey in Africa				
69	United States of Colombia				
70	Venezuela				
72	All other countries and ports in Asia				
73					
	Total	4,872,977	519,994	2,393,622	129,483

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
IRON AND STEEL, AND MANUFACTURES OF.								JEWELRY, MANUFACTURES OF GOLD AND SILVER, AND PRECIOUS STONES.		
Manufactures of, not elsewhere specified.								Jewelry and manufactures of gold and silver.	Precious stones not elsewhere specified, and imitations of, not set.	
Chains of iron or steel.		Cutlery.	Files, file-blanks, rasps, and floats.	Fire-arms.	Machinery.	Needles.	All other.			
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	33	7	.....	1
.....	.....	12,133	.....	71	1,556	371	2,773	73,775	72,036	2
30,286	1,672	11,352	650	483,620	3,541	116	67,250	772	69,722	3
.....	.....	.....	.....	.....	.....	.....	88	66	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	10	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	600	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
1,980	75	.....	.....	.....	.....	.....	25	.....	.....	10
.....	.....	12	.....	.....	.....	.....	882	1,629	4	11
.....	.....	3	.....	5	271	.....	2,495	305	.....	12
4,200	150	.....	.....	.....	12	.....	32	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
508	148	12,584	4,679	10,713	57,553	1,062	103,104	319,712	3,899,817	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	28	4	.....	21
1,035,896	59,055	954,556	263	41,250	123,356	46,143	451,309	192,171	308,960	22
528,755	23,010	884,855	43,847	411,462	1,579,591	268,017	1,027,988	196,358	4,288,053	23
.....	.....	50	.....	117	63,455	17	52,205	1,451	10	24
.....	.....	.....	.....	.....	41,711	.....	1,442	.....	.....	25
.....	.....	2	.....	20	.....	.....	.....	.....	.....	26
2,462	86	.....	.....	6	5,247	.....	6,859	16	751	27
3,211	164	257	14	385	8,962	446	64,879	3,382	62,392	28
.....	.....	.....	.....	1,664	.....	.....	571	153	.....	29
.....	.....	.....	.....	4	.....	.....	286	69	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	50	.....	32
.....	.....	.....	.....	.....	18	.....	10	469	.....	33
.....	.....	44	.....	.....	.....	.....	13	424	618	34
.....	.....	15	.....	.....	.....	.....	50	43	.....	35
.....	.....	5	.....	10	.....	.....	41	.....	.....	36
.....	.....	16	.....	.....	.....	.....	55	28	.....	37
.....	.....	.....	.....	12	.....	.....	.....	2	.....	38
.....	.....	46	.....	.....	.....	.....	331	223	.....	40
.....	.....	125	.....	15	10	.....	452	11,921	977	42
.....	.....	1,631	.....	.....	.....	.....	349	1,460	524	43
.....	.....	.....	.....	.....	.....	.....	5	.....	.....	44
.....	.....	69	.....	63	629	.....	1,498	866	20,795	45
.....	.....	107	.....	9,033	1,082	50	2,710	7,436	1,696,868	46
.....	.....	.....	.....	.....	.....	.....	.....	9	.....	47
.....	.....	.....	.....	.....	.....	.....	49	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	58	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	12	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	156	.....	52
.....	.....	41	.....	37	.....	.....	33	.....	.....	54
.....	.....	.....	.....	.....	.....	.....	203	11,874	252	55
.....	.....	.....	.....	.....	2,201	.....	.....	.....	.....	58
.....	.....	.....	.....	6	.....	.....	.....	432	.....	59
.....	.....	6	3	.....	205	1	384	56	.....	60
.....	.....	3	.....	.....	.....	.....	.....	13	.....	62
.....	.....	3,153	.....	243	13,654	.....	5,486	6	.....	65
.....	.....	1,183	18,855	.....	19,839	.....	6,620	18,897	130,314	66
.....	.....	171	.....	116	.....	.....	77	936	5,085	67
.....	.....	.....	.....	.....	2	.....	.....	1,451	4	68
.....	.....	92	.....	50	.....	.....	.....	.....	.....	69
.....	.....	.....	.....	60	102	.....	26	70	375	70
.....	.....	.....	.....	.....	777	.....	22	.....	.....	72
.....	.....	33	.....	.....	.....	.....	182	8	.....	73
1,607,298	84,360	1,882,544	68,311	958,972	1,924,374	316,223	1,800,915	846,700	10,557,557	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
			LEATHER, AND MANUFACTURES OF.		
		Lead, and manufactures of.	Bend, belting, and all sole leather.	Calf-skins, tanned or tanned and dressed.	Skins for morocco.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	.....	.....	.....	.....
2	Austria	.....	.....	.....	2,146
3	Belgium	.....	.....	.....	2,502
4	Brazil	.....	.....	.....	43
5	Central American States: Costa Rica	.....	.....	.....	.....
6	Guatemala	.....	.....	.....	.....
7	Honduras	.....	.....	.....	.....
8	Nicaragua	.....	.....	.....	.....
9	San Salvador	.....	.....	.....	.....
10	Chili	.....	.....	.....	.....
11	China	.....	.....	.....	8,933
12	Denmark	3	.....	.....	.....
13	Danish West Indies	8	.....	.....	.....
14	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....
15	Ecuador	.....	.....	.....	.....
16	France	60,367	628	881,326	277,668
17	French West Indies	.....	.....	.....	.....
18	French Guiana	.....	.....	.....	.....
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....
20	French Possessions in Africa and adjacent islands	.....	.....	.....	.....
21	French Possessions, all other	.....	.....	.....	.....
22	Germany	24,733	8	491,402	259,325
23	England	168,433	52,471	25,403	1,077,639
24	Scotland	77	.....	.....	403
25	Ireland	.....	251	.....	.....
26	Gibraltar	.....	.....	.....	.....
27	Nova Scotia, New Brunswick, and Prince Edward Island	188	27	6	.....
28	Quebec, Ontario, Manitoba, and the Northwest Territory	1,550	346	10	390
29	British Columbia	.....	.....	.....	.....
30	Newfoundland and Labrador	57	.....	.....	.....
31	British West Indies	48	.....	.....	.....
32	British Guiana	.....	.....	.....	.....
33	British Honduras	.....	.....	.....	.....
34	British East Indies	.....	.....	.....	771,319
35	Hong-Kong	.....	.....	.....	.....
36	British Possessions in Africa and adjacent islands	.....	.....	.....	847
37	British Possessions in Australasia	.....	100	.....	.....
38	British Possessions, all other	.....	.....	.....	.....
39	Greece	.....	.....	.....	.....
40	Hawaiian Islands	.....	.....	.....	.....
41	Hayti	.....	.....	.....	.....
42	Italy	.....	.....	.....	.....
43	Japan	243	23	.....	.....
44	Liberia	.....	.....	.....	.....
45	Mexico	371,305	296	101	45
46	Netherlands	16,331	.....	88	.....
47	Dutch West Indies	11	.....	.....	.....
48	Dutch Guiana	.....	.....	.....	.....
49	Dutch East Indies	.....	.....	.....	.....
53	Portuguese Possessions in Africa and adjacent islands	.....	.....	.....	.....
54	Roumania	.....	.....	.....	270
55	Russia on the Baltic and White seas	.....	.....	.....	.....
58	San Domingo	.....	97	.....	.....
59	Spain	55,558	.....	.....	.....
60	Cuba	.....	.....	5	.....
65	Sweden and Norway	.....	.....	.....	.....
66	Switzerland	.....	.....	104,176	.....
67	Turkey in Europe	.....	.....	.....	.....
68	Turkey in Asia	.....	.....	.....	.....
69	Turkey in Africa	.....	.....	.....	.....
70	U. S. of Colombia	370	.....	.....	.....
72	Venezuela	.....	.....	.....	.....
73	All other countries and ports in Asia	.....	.....	.....	.....
	Total	699,282	54,247	1,502,517	2,401,530

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
LEATHER, AND MANUFACTURES OF.					MALT LIQUORS.				
Upper leather of all other kinds, dressed, and skins, dressed and finished.	Gloves, kid and leather.	All other manufactures of.	Malt, barley.		In bottles or jugs.		Not in bottles or jugs.		
Dollars.	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
60,246	185,713	19,926	.....	.....	227	108	125,767	19,130	2
20,411	198,863	1,935	.....	.....	950	690	769	188	3
.....	.....	6	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
39	.....	112	.....	.....	12	6	.....	.....	11
.....	280	162	3,657	3,773	8	5	90	17	12
.....	.....	3	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
1,491,983	1,416,234	110,011	.....	.....	960	876	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	21
392,195	1,879,836	169,455	.....	.....	14,358	7,218	397,859	93,268	22
414,412	141,560	240,938	.....	.....	539,046	428,626	705,942	278,623	23
1,532	272	2,882	100	146	39,096	34,401	2,303	679	24
2	.....	1,799	.....	.....	414,977	374,870	41,134	10,461	25
.....	.....	28	.....	.....	.....	.....	.....	.....	26
41	.....	522	.....	.....	127	95	842	195	27
38,695	142	17,144	206,203	149,444	5,088	4,631	1,203	427	28
.....	.....	284	.....	.....	318	285	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	14	72	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
59,699	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	33	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	319	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	6	.....	.....	.....	.....	.....	.....	41
273	329,493	2,170	.....	.....	.....	.....	.....	.....	42
1,951	.....	15,740	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
326	13	1,420	.....	.....	161	143	.....	.....	45
75	.....	1,176	.....	.....	39	12	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	54
333	.....	272	.....	.....	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
.....	2,928	4	.....	.....	.....	.....	.....	.....	59
4	.....	465	.....	.....	.....	.....	.....	.....	60
.....	398	165	.....	.....	215	69	604	141	65
9,088	3,366	1,389	.....	.....	.....	.....	.....	.....	66
76	.....	2,633	.....	.....	.....	.....	.....	.....	67
.....	.....	14	.....	.....	.....	.....	.....	.....	68
.....	.....	1	.....	.....	.....	.....	.....	.....	69
.....	.....	2	.....	.....	.....	.....	.....	.....	70
.....	.....	63	.....	.....	.....	.....	.....	.....	72
.....	.....	7	.....	.....	.....	.....	.....	.....	73
2,491,381	4,159,112	591,158	209,960	153,363	1,015,582	852,035	1,276,513	403,129	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		MARBLE AND STONE, AND MANUFACTURES OF.		METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED.	
		Marble, and manufactures of, not elsewhere specified.	Stone, and manufactures of, including slate.	Bronze manufactures.	All other.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	.....	.....	.....	.....
2	Austria	369	.....	7,128	56,253
3	Belgium	5,793	1,419	1,071	28,672
4	Brazil	.....	584	.....	245
5	Central American States: Costa Rica	.....	.....	.....	8
11	China	.....	.....	914	758
12	Denmark	.....	85	18	12
13	Danish West Indies	.....	.....	.....	.....
14	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....
16	France	26,869	2,421	146,346	466,878
17	French West Indies	.....	81	.....	.....
18	French Guiana	.....	.....	.....	.....
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....
20	French Possessions in Africa and adjacent islands	.....	41	.....	10
21	French Possessions, all other	.....	.....	.....	.....
22	Germany	5,837	94,512	602,648	588,456
23	England	5,354	23,708	16,833	967,910
24	Scotland	661	221,962	4,332	7,579
25	Ireland	.....	1,095	.....	26,752
26	Gibraltar	10	.....	.....	34
27	Nova Scotia, New Brunswick, and Prince Edward Island	.....	58,871	.....	5,565
28	Quebec, Ontario, Manitoba, and the Northwest Territory	129	11,278	490	9,366
29	British Columbia	.....	53	.....	147
30	Newfoundland and Labrador	.....	.....	.....	71
31	British West Indies	.....	259	15	1,631
32	British Guiana	.....	.....	.....	115
33	British Honduras	.....	.....	.....	.....
34	British East Indies	.....	.....	46	433
35	Hong-Kong	.....	.....	288	10
36	British Possessions in Africa and adjacent islands	.....	88	.....	26
37	British Possessions in Australasia	70	43	.....	259
38	British Possessions, all other	1	.....	.....	.....
39	Greece	.....	.....	.....	.....
40	Hawaiian Islands	.....	.....	.....	1,134
41	Hayti	.....	.....	.....	.....
42	Italy	505,067	1,201	5,429	8,747
43	Japan	.....	2	33,434	12,158
44	Liberia	.....	.....	.....	3
45	Mexico	13,206	270	.....	1,280
46	Netherlands	98	17	265	19,257
47	Dutch West Indies	.....	.....	.....	276
51	Portugal	491	79	.....	.....
52	Azore, Madeira, and Cape Verde Islands	.....	144	.....	.....
53	Portuguese Possessions in Africa and adjacent islands	.....	.....	.....	.....
55	Russia on the Baltic and White seas	.....	114	5,753	.....
56	Russia on the Black sea	.....	.....	.....	51
58	San Domingo	.....	.....	.....	238
59	Spain	69	295	.....	137
60	Cuba	27	.....	.....	1,529
61	Porto Rico	.....	.....	.....	492
62	Philippine Islands	.....	.....	51	28
65	Sweden and Norway	.....	119	1,376	.....
66	Switzerland	.....	.....	452	36,221
67	Turkey in Europe	.....	2	187	2,861
68	Turkey in Asia	.....	.....	.....	249
69	Turkey in Africa	.....	.....	.....	384
70	United States of Colombia	.....	.....	.....	589
71	Uruguay	.....	.....	.....	277
72	Venezuela	.....	.....	.....	200
73	All other countries and ports in Asia	.....	.....	2	444
	Total	564,051	418,743	827,078	2,247,745

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
		OILS, NOT ELSEWHERE SPECIFIED.								
		Animal.						Vegetable.		
								Fixed or expressed.		
Mineral substances, not elsewhere specified.	Musical instruments, and parts of.	Whale and fish.		Other.		Mineral.		Olive.		
Dollars.	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
876	19,881	.....	.....	.....	.....	.....	.....	8,125	3,808	2
23	7,788	50	26	.....	.....	.....	.....	4,675	5,413	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
1,940	141	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	321	750	389	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
8,399	192,500	688	246	.....	.....	.....	.....	222,303	295,119	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
136,243	1,088,384	14,494	7,569	11	187	6	2	57	72	22
13,141	56,644	3,921	2,961	7,315	1,471	9,995	361	28,321	22,575	23
863	492	.....	.....	.....	.....	.....	.....	14	25	24
.....	.....	.....	.....	.....	.....	.....	.....	54	28	25
.....	95	.....	.....	.....	.....	.....	.....	919	886	26
875	10	14,078	3,384	447	166	.....	.....	.....	.....	27
22,896	11,145	1,071	696	4,071	1,554	279,090	10,925	32	98	28
.....	11	34,051	9,067	.....	.....	10	4	.....	.....	29
.....	.....	1,888	867	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	17	.....	.....	.....	.....	.....	.....	.....	.....	34
86	57	1,243	281	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	150	.....	.....	.....	.....	.....	.....	50	50	37
.....	.....	.....	.....	.....	.....	.....	.....	5	10	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	68	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
8,696	4,202	.....	.....	.....	.....	.....	.....	383,632	283,820	42
849	32	170	151	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
420	654	.....	.....	.....	.....	.....	.....	.....	1	45
1,106	959	25	20	.....	.....	1,435	291	1,475	1,509	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	3,540	2,480	51
.....	.....	1,875	375	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	25	.....	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	.....	.....	.....	.....	.....	.....	68,694	35,235	59
.....	177	.....	.....	.....	.....	.....	.....	3,905	3,154	60
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	62
.....	30	99,974	53,621	.....	.....	.....	.....	.....	.....	65
.....	193,541	.....	.....	1	9	.....	.....	.....	.....	66
.....	54	.....	.....	.....	.....	.....	.....	.....	.....	67
.....	12	.....	.....	.....	.....	.....	.....	18,965	7,914	68
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69
511	5	.....	.....	.....	.....	.....	.....	.....	.....	70
399	.....	.....	.....	.....	.....	.....	.....	.....	.....	71
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	73
197,338	1,577,395	174,278	79,653	11,845	3,387	290,536	11,583	744,766	662,197	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		OILS NOT ELSEWHERE SPECIFIED.			
		Vegetable.			
		Fixed or expressed.		Volatile or essential.	
		Other.			
		Gallons.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria	109	32	1,116	448
3	Belgium	249	98		
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China	232,244	66,242	7	19
12	Denmark	8,685	3,530		
13	Danish West Indies			154	657
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	8,198	1,001	17,123	40,493
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	80,013	35,983	88,935	63,421
23	England	129,132	54,563	9,228	11,831
24	Scotland	2,533	601		
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island				
28	Quebec, Ontario, Manitoba, and the Northwest Territory	86	33	300	5
29	British Columbia	1,079	422		
30	Newfoundland and Labrador				
31	British West Indies				
32	British Guiana				
33	British Honduras				
34	British East Indies	28,623	8,278	630	822
35	Hong-Kong	3,949	598	20	9
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti				
42	Italy	924	507		
43	Japan	78	40	2,351	2,316
44	Liberia				
45	Mexico			1,705	1,715
46	Netherlands	2,180	821	4	1
47	Dutch West Indies				
48	Dutch Guiana				
49	Dutch East Indies				
50	Peru				
51	Portugal				
53	Portuguese Possessions in Africa and adjacent islands				
55	Russia on the Baltic and White seas				
59	Spain				
60	Cuba			30	105
62	Philippine Islands			131	5,171
65	Sweden and Norway				
66	Switzerland				
67	Turkey in Europe	4	33	517	812
68	Turkey in Asia			15	49
70	United States of Colombia				
72	Venezuela				
	Total	498,086	172,782	122,266	127,874

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
		PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.							
		Meat products.		Dairy products.					
Paints and colors.	Paper, and manufactures of.	Meats, prepared, of all kinds, and meat extracts.	All other.	Butter.		Cheese.		Milk, preserved or condensed.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
									1
									2
13,633	15,020		51			2,779	218		3
40,327	62,905	127,577				33,162	4,836	1,776	4
		10						45	
									5
									6
									7
									8
									9
									10
644	25,915	478	20,009						11
32	6					544	53		12
6									13
									14
									15
137,544	220,821	9,878	84	221	44	327,363	55,787	589	16
									17
									18
									19
									20
									21
435,615	1,234,203	35,277	23,098	193	25	232,586	30,290	1,250	22
555,799	346,439	69,671	6,810	222	56	91,756	21,441	393,542	23
5,330	12,803	122	401	78	10	565	89		24
	26,557		1,687					183	25
						4,155	424		26
10	2	48	48,181	21,706	3,813	119	13		27
2,116	2,540	26,987	46,949	213,030	34,045	2,193	407	1,037	28
1	154	112	1,511	20	6	23	4	2	29
									30
	7								31
									32
									33
8									34
1,614	2,584	258	112						35
									36
	115	20							37
									38
									39
									40
		6							41
19,739	1,972	1,029	437	15	3	797,742	118,212		42
20	52,638								43
									44
11	1,135	63	5,652	615	123	926	91		45
334	3,325	14	1,093			787,708	97,610	782	46
									47
									48
									49
									50
									51
		18							53
	284	49							55
31	2,255	149	165						59
1,124	1,714	501	5,950			17,851	2,187		60
									62
	11,339	285				46,601	6,289		65
345	3,492					4,235,905	535,026	59,499	66
	10	35							67
						10,206	1,283		68
		64	12					295	70
						8	1		72
1,214,283	2,028,235	272,651	162,202	236,100	38,125	6,592,192	874,261	459,000	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		RICE, NOT ELSEWHERE SPECIFIED.			
		Rice.		Rice, granulated or rice meal.	
		Pounds.	*Dollars.*	*Pounds.*	*Dolls.*
1	Argentine Republic				
2	Austria				
3	Belgium	40,314	1,172	86,240	1,446
4	Brazil	90	4		
5	Central American States: Costa Rica	1,270	64		
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China	40,016,297	780,979	498,081	10,053
12	Denmark			2,852,246	42,719
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	5,060	178		
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands				
21	French Possessions, all other				
22	Germany	474,413	8,223	34,762,713	542,808
23	England	3,313,712	63,591	7,010,576	116,685
24	Scotland				
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Prince Edward Island				
28	Quebec, Ontario, Manitoba, and the Northwest Territory				
29	British Columbia	572,230	11,894	726,000	13,019
30	Newfoundland and Labrador				
31	British West Indies	210	3		
32	British Guiana				
33	British Honduras				
34	British East Indies				
35	Hong-Kong	725,629	12,067	15,121	350
36	British Possessions in Africa and adjacent islands				
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti	397	8		
42	Italy	254,218	8,697		
43	Japan	877,303	22,628	45,000	691
44	Liberia				
45	Mexico				
46	Netherlands	481,600	12,714	1,925,286	26,318
47	Dutch West Indies				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
55	Russia on the Baltic and White seas				
56	Ru. sia on the Black sea				
59	Spain				
60	Cuba	2,212	69		
61	Porto Rico				
63	Spanish Possessions in Africa and adjacent islands				
65	Sweden and Norway				
66	Switzerland				
67	Turkey in Europe				
68	Turkey in Asia				
69	Turkey in Africa				
70	United States of Colombia	441	14		
72	Venezuela				
	Total	46,765,396	922,305	47,921,263	754,089

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.								
Salt.		SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED.			SILK, MANUFACTURES OF.			
		Linseed or flaxseed.		All other.	Clothing, ready-made, and other wearing apparel.	Dress and piece goods.	Laces.	
Pounds.	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	18,841	8,145	98,069	198	2
21,740	154	197	299	714	101	434	3,135	3
.....	.....	.....	.....	.....	.....	50	.....	4
.....	.....	.....	.....	.....	10	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	1,647	.....	.....	.....	10
.....	.....	.....	.....	13,492	168	30,911	377	11
.....	.....	.....	.....	415	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
40,702,765	43,116	.....	.....	90,056	179,550	6,956,405	1,831,267	16
.....	.....	.....	.....	118	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	21
155,470	918	.....	.....	98,961	270,098	2,554,687	22,669	22
457,701,055	1,082,448	14,506	17,377	65,662	97,168	805,959	471,455	23
.....	.....	.....	.....	199	554	19,147	69,420	24
1,000	38	34	95	183	.....	3,598	.....	25
1,478,400	1,174	.....	.....	.....	.....	30	.....	26
4,242,280	7,305	.....	.....	.....	1	8	.....	27
10,535,292	36,680	794	989	82	8	3	.....	28
.....	.....	.....	.....	15	2	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	30
66,856,721	84,586	.....	.....	4,288	10	43	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	399,634	399,407	11,312	230	2,475	.....	34
100	1	.....	.....	135	285	31,644	181	35
.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	22	.....	37
.....	.....	.....	.....	3	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	41
128,172,107	115,288	1	6	4,500	5	61,927	.....	42
.....	.....	.....	.....	3,407	4,717	48,571	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	44
575,858	1,692	.....	.....	45	.....	234	3	45
.....	.....	12	28	116,246	.....	40	1,099	46
18,672,470	19,755	.....	.....	.....	.....	.....	.....	47
30,698,339	24,026	.....	.....	.....	.....	.....	.....	51
89,960	92	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	6	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	14	56
18,577,781	18,626	.....	.....	.....	25	.....	523	59
1,615	9	1	1	.....	34	.....	4	60
1,358,609	1,628	.....	.....	.....	.....	.....	.....	61
.....	.....	.....	.....	334	.....	.....	.....	63
.....	.....	.....	.....	286	.....	.....	.....	65
.....	.....	.....	.....	.....	7,255	2,771,626	18,232	66
.....	.....	.....	.....	.....	.....	257	904	67
.....	.....	.....	.....	3,387	.....	1,384	9	68
.....	.....	.....	.....	34	.....	.....	.....	69
.....	.....	.....	.....	.....	6	75	.....	70
494,800	495	.....	.....	.....	.....	.....	.....	72
780,336,362	1,438,031	415,179	418,202	434,368	568,372	13,387,599	2,419,490	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		SILK, MANUFACTURES OF.		SOAP.	
		Ribbons.	All other.	Fancy, perfumed, and all descriptions of toilet soap.	
		Dollars.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic		19		
2	Austria	1,231	187,702	2,477	731
3	Belgium	30	53,425	9,447	3,965
4	Brazil				
5	Central American States: Costa Rica		27		
6	Guatemala		27		
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	China		457,148		
12	Denmark		13		
13	Danish West Indies				
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France	579,831	2,513,517	46,467	35,502
17	French West Indies				
18	French Guiana				
19	Miquelon, Langley, and St. Pierre Islands				
20	French Possessions in Africa and adjacent islands		174		
22	Germany	129,940	4,977,141	45,035	12,898
23	England	28,663	3,630,797	356,020	143,483
24	Scotland	917	99,556		
25	Ireland		7,398	32	16
26	Gibraltar		50		
27	Nova Scotia, New Brunswick, and Pr. Edw'd Isl'd		520		
28	Quebec, Ontario, Manitoba, and the Northwest Ter		2,326	19	15
29	British Columbia		451	31	6
30	Newfoundland and Labrador				
31	British West Indies		45		
32	British Guiana				
33	British Honduras				
34	British East Indies		11,748		
35	Hong-Kong		103,234		
36	British Possessions in Africa and adjacent islands		4		
37	British Possessions in Australasia		386		
38	British Possessions, all other		9		
39	Greece				
40	Hawaiian Islands		375		
42	Italy	4,356	33,641		
43	Japan		521,982		
45	Mexico	7	820		
46	Netherlands		9,736	13	10
47	Dutch West Indies				
50	Peru				
51	Portugal		58		
52	Azore, Madeira, and Cape Verde Islands				
54	Roumania		10		
55	Russia on the Baltic and White seas		212	2,024	534
59	Spain		133		
60	Cuba	14	90	4	2
61	Porto Rico				
62	Philippine Islands		35		
63	Spanish Possessions in Africa and adjacent islands				
65	Sweden and Norway		63		
66	Switzerland	1,100,681	480,393		
67	Turkey in Europe	8	30,382	31	6
68	Turkey in Asia		2,611		
69	Turkey in Africa		389		
70	United States of Colombia		68		
72	Venezuela				
73	All other countries and ports in Asia		69		
	Total	1,845,678	13,126,784	461,600	197,168

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.								
SOAP.			SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS.					
All other.	Spices, ground.		Brandy.		All other.		Sponges.	
Dollars.	*Pounds.*	*Dollars.*	*Proof galls.*	*Dollars.*	*Proof galls.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
77	688	195	5,231	4,230	4,818	3,717	12,757	2
2,912	.....	.....	8,597	18,780	32,945	21,001	1,375	3
.....	.....	.....	5	7	41	82	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	345	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	50	3	.....	.....	78,368	26,172	.....	11
.....	10	3	118	72	902	1,807	.....	12
.....	.....	.....	1,124	3,011	44,149	22,560	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	2	12	.....	.....	.....	15
58,852	634	37	364,612	972,726	30,412	79,506	10,093	16
.....	.....	.....	.....	.....	12	16	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	20
3,712	395	60	7,878	12,222	148,246	155,739	3,209	22
18,841	647,351	166,469	13,203	43,917	153,096	154,869	103,132	23
.....	.....	.....	1,283	1,627	60,288	54,930	.....	24
93	2,820	840	30	79	38,712	44,829	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	103	371	625	523	.....	27
239	15	3	8,869	16,904	13,258	13,409	15	28
.....	.....	.....	979	3,094	1,927	1,247	.....	29
.....	.....	.....	3	5	384	477	.....	30
2	.....	.....	4,653	7,842	32,526	81,945	151,512	31
.....	.....	.....	.....	.....	4	10	.....	32
.....	.....	.....	.....	.....	.....	.....	1,458	33
.....	.....	.....	.....	.....	.....	.....	.....	34
12	50	3	.....	.....	5,679	1,742	.....	35
.....	.....	.....	16	42	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	38
532	.....	.....	.....	.....	.....	.....	10,192	39
.....	.....	.....	.....	.....	6,230	10,493	.....	40
147,136	.....	.....	824	621	7,674	12,305	5,016	42
.....	.....	.....	.....	.....	1,412	1,516	108	43
119	200	24	3	13	700	983	495	45
292	220	53	1,093	648	419,300	143,864	.....	46
.....	.....	.....	.....	.....	5	12	.....	47
.....	.....	.....	15	56	.....	.....	.....	50
.....	.....	.....	14	39	.....	.....	.....	51
.....	.....	.....	.....	.....	18	20	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	.....	1,201	2,682	.....	55
5,455	11,440	695	406	800	164	176	.....	59
116	3,751	375	833	2,706	5,602	10,790	43,534	60
.....	.....	.....	.....	.....	3,939	2,366	.....	61
.....	.....	.....	.....	.....	.....	.....	.....	62
.....	.....	.....	.....	.....	27	20	.....	63
14	.....	.....	320	202	1,571	2,624	.....	65
.....	.....	.....	927	1,430	6,356	10,855	.....	66
71	.....	.....	.....	.....	6	14	.....	67
4,021	.....	.....	.....	.....	612	503	65	68
.....	.....	.....	.....	.....	.....	.....	.....	69
.....	.....	.....	.....	.....	77	67	5	70
.....	.....	.....	.....	.....	63	141	.....	72
.....	.....	.....	.....	.....	.....	.....	.....	73
242,496	667,624	168,760	421,141	1,091,456	1,101,349	864,012	343,311	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.			
		Molasses.		Sugar, Dutch standard in color.	Not above No. 13, and tank bottoms, sirups, melada, etc.
		Gallons.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria			3,698,224	84,098
3	Belgium			6,864,751	149,520
4	Brazil			324,321,134	5,787,478
5	Central American States: Costa Rica				
6	Guatemala			6,165,099	282,610
7	Honduras				
8	Nicaragua				
9	San Salvador			4,167,429	152,152
10	Chili				
11	China			3,307,482	82,444
12	Denmark			441,000	10,697
13	Danish West Indies	262,231	34,166	15,043,972	385,930
14	Greenland, Iceland, and the Faroe Islands				
15	Ecuador				
16	France			592,886	21,441
17	French West Indies	30,614	9,741	17,588,082	363,407
18	French Guiana				
19	Miquelon, Langley, and Saint Pierre Islands				
20	French Possessions in Africa and adjac't isl'ds				
21	French Possessions, all other				
22	Germany	6	2	220,444,080	4,914,322
23	England	486	114	7,282,479	187,128
24	Scotland				
25	Ireland				
26	Gibraltar				
27	Nova Scotia, New Brunswick, and Pr. Ed. Isl'd.	92,188	20,057	101,107	2,539
28	Quebec, Ontario, Manitoba, and the Nor'wt Ter.	95	63	223,688	16,211
29	British Columbia				
30	Newfoundland and Labrador				
31	British West Indies	1,954,541	211,113	327,913,725	7,512,368
32	British Guiana	112,461	19,129	107,729,106	2,704,942
33	British Honduras	8	1	979,711	26,202
34	British East Indies			20,525,156	417,181
35	Hong-Kong			32,377	736
36	British Possessions in Africa and adjac't isl'ds			12,662,822	222,735
37	British Possessions in Australasia				
38	British Possessions, all other				
39	Greece				
40	Hawaiian Islands				
41	Hayti			50,870	1,928
42	Italy				
43	Japan				
44	Liberia				
45	Mexico	2	1	518,010	16,820
46	Netherlands			1,433,463	26,436
47	Dutch West Indies			108,821	1,637
48	Dutch Guiana	68,573	5,304	4,103,561	81,846
49	Dutch East Indies			17,416,806	369,704
50	Peru				
51	Portugal				
52	Azore, Madeira, and Cape Verde Islands				
54	Roumania				
58	San Domingo			42,054,795	1,180,901
59	Spain				
60	Cuba	30,059,310	3,827,970	1,394,716,310	35,396,982
61	Porto Rico	5,313,611	1,213,102	131,443,622	3,343,747
62	Philippine Islands			246,168,994	5,409,589
63	Spanish Possessions in Africa and adjac't isl'ds				
67	Turkey in Europe				
68	Turkey in Asia				
70	United States of Colombia			3,678	99
72	Venezuela				
	Total	37,894,126	5,340,763	2,918,103,240	69,153,830

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.							
SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.				TOBACCO, AND MANUFACTURES OF.			
Sugar, Dutch standard in color.				Sugar candy and confectionery.	Leaf.		
Above No. 13, and not above No. 20.		All above No. 20.					
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
							1
							2
				36	65	25	3
		635	35		392	120	4
7,391	221						5
							6
					277	139	7
							8
							9
							10
				2,031			11
							12
							13
							14
							15
5,750	253	6,467	321	4,567			16
240	11	4,656	165				17
							18
							19
							20
							21
6,537	241	11,090	451	1,745	788,277	388,412	22
				13,418	120,061	26,296	23
				131			24
							25
				16			26
				11			27
2,043	168	1,245	51	83	418,720	222,210	28
				53	730	135	29
							30
					48,013	15,638	31
							32
							33
							34
735	20			18	100	15	35
							36
							37
							38
							39
							40
							41
				43			42
				6	388	253	43
							44
2,347	103	23	2	24	33,634	12,179	45
				383	4,213,336	3,651,349	46
							47
							48
							49
							50
							51
							52
					24	12	54
							58
					12,399	5,743	59
		6	1	362	11,830,898	4,372,944	60
							61
					234	28	62
					100	25	63
				37	50,974	9,143	67
					572	284	68
							70
				7			72
25,043	1,017	24,122	1,026	22,971	17,519,194	8,704,950	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.				
		TOBACCO, AND MANUFACTURES OF.			VEGETABLES.	
		Manufactures of.				
		Cigars, cigarettes, and cheroots.		All other.	Beans and pease.	
		Pounds.	*Dollars.*	*Dollars.*	*Bushels*	*Dollars.*
1	Argentine Republic					
2	Austria	40	108	362		
3	Belgium	192	273	1,375	8,549	7,905
4	Brazil	37	63	56		
5	Central American States: Costa Rica					
6	Guatemala				6	10
7	Honduras	950	475			
8	Nicaragua					
9	San Salvador					
10	Chili					
11	China	192	284	47,742		
12	Denmark			2		
13	Danish West Indies					
14	Greenland, Iceland, and the Faroe Islands					
15	Ecuador					
16	France	523	745	2,296	18,802	16,417
17	French West Indies					
18	French Guiana					
19	Miquelon, Langley, and St. Pierre Islands					
20	French Possessions in Africa and adjacent islands					
21	French Possessions, all other					
22	Germany	2,309	4,492	8,334	6,746	7,162
23	England	3,312	11,211	192	110	188
24	Scotland	113	170	5		
25	Ireland					
26	Gibraltar					
27	Nova Scotia, N. Brunswick, and Pr. Edward Island	2	5	1	44	58
28	Quebec, Ontario, Manitoba, and the Northwest Ter.	821	1,272	7,909	597,697	556,372
29	British Columbia	75	117	36		
30	Newfoundland and Labrador					
31	British West Indies	804	1,341	428	19	25
32	British Guiana					
33	British Honduras					
34	British East Indies					
35	Hong-Kong	192	187	2,897	8	5
36	British Possessions in Africa and adjacent islands				692	523
37	British Possessions in Australasia					
38	British Possessions, all other	1,226	1,549			
39	Greece					
40	Hawaiian Islands					
41	Hayti					
42	Italy				5,824	6,110
43	Japan	1	1	1		
44	Liberia					
45	Mexico	6,115	9,696		7,640	9,029
46	Netherlands	247	286	9	168	300
47	Dutch West Indies					
48	Dutch Guiana					
51	Portugal				725	907
52	Azore, Madeira, and Cape Verde Islands				26	30
54	Roumania	8	60			
55	Russia on the Baltic and White seas	259	528	16		
59	Spain	13,907	45,154		155	327
60	Cuba	1,080,829	3,263,437	54,733	1,177	2,485
61	Porto Rico	108	223			
62	Philippine Islands	,318	1,630			
63	Spanish Possessions in Africa and adjacent islands	167	242			
65	Sweden and Norway	33	48	52		
66	Switzerland	45	129	1		
67	Turkey in Europe	4	26	6		
68	Turkey in Asia					
69	Turkey in Africa	513	1,117			
70	United States of Colombia	149	191			
	Total	1,115,491	3,345,060	126,453	648,388	607,853

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
VEGETABLES.					WINES.				
Potatoes		Pickles and sauces.	All other.		Champagne, and other sparkling.		Still wines.		
			In their natural state, or in salt or brine.	Prepared or preserved.			In casks.		
Bushels.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dozens.*	*Dollars.*	*Gallons.*	*Dollars.*	
									1
		17	1,364	198	64	563	78,134	45,859	2
		514	1,481	2,435	1,455	15,290	35,356	17,873	3
		2	5				56	14	4
									5
									6
									7
									8
									9
									10
		28,959	31,590	16,697					11
17	5		13,704						12
									13
									14
									15
		32,115	4,534	249,677	247,807	3,289,743	881,385	536,909	16
									17
									18
									19
									20
			1,476						21
15,965	6,423	115	50,959	14,739	3,005	34,641	941,119	696,305	22
5,517	2,842	316,383	19,904	4,158	1,947	28,322	75,813	66,138	23
94,605	48,670	1,718		347	244	1,349	175	495	24
				570			808	1,178	25
				6			358	591	26
1,206,321	327,937	8	23,237	139	2	25	55	146	27
19,543	9,473	9	67,840	8	561	8,299	4,833	7,649	28
2,541	1,753	77	274	47			2	15	29
							274	727	30
73,450	133,507	6	222,288	13			2,566	2,053	31
50	40								32
									33
		524					216	324	34
2	5	1,755	2,499	31			302	124	35
									36
			128						37
									38
							392	241	39
			1,639		2	25			40
		39	2,240	10					41
		2,377	6,209	2,198	220	1,247	77,921	41,063	42
		19	26						43
									44
839	968		5,942	16	32	658	619	542	45
116	57	31	26,747	3,949	293	2,513	56,110	42,668	46
									47
									48
			491		1	7	87,744	104,836	51
			14				19,138	22,008	52
									54
			161						55
		2,265	13,993	383			1,054,397	727,557	59
13,518	11,409	244	12,071	288	3	26	60,167	26,914	60
6	2						10	6	61
									62
							145	49	63
			66	2	5	89			65
			21		15	110	3,103	2,327	66
							378	122	67
							2,017	832	68
			5,412						69
			4						70
1,432,490	543,091	387,177	516,319	295,911	255,656	3,382,967	3,383,593	2,345,565	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		WINES.		WOOD, AND MANUFACTURES OF.	
		Still wines.	In bottles.	Unmanufactured, not elsewhere specified.	Timber, sawed and hewed.
		Dozens.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	.....	.....	.....	.....
2	Austria	4,131	15,655	.....	.....
3	Belgium	4,086	14,945	.....	.....
4	Brazil	6	29	.....	.....
5	Central American States: Costa Rica	.....	.....	.....	.....
6	Guatemala	.....	.....	.....	.....
7	Honduras	.....	.....	.....	.....
10	Chili	.....	.....	.....	.....
11	China	8	75	.....	.....
12	Denmark	.....	.....	.....	.....
13	Danish West Indies	.....	.....	.....	.....
15	Ecuador	.....	.....	.....	.....
16	France	137,184	751,233	340	.....
17	French West Indies	.....	.....	.....	.....
18	French Guiana	.....	.....	.....	.....
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....
20	French Possessions in Africa and adjacent islands	.....	.....	.....	.....
21	French Possessions, all other	.....	.....	.....	.....
22	Germany	61,847	366,412	1	.....
23	England	5,302	39,213	27	21
24	Scotland	145	978	.....	.....
25	Ireland	107	1,276	.....	.....
26	Gibraltar	.....	.....	.....	.....
27	Nova Scotia, New Brunswick, and Prince Edward Island	14	127	151	23
28	Quebec, Ontario, Manitoba, and the Northwest Territory	304	2,546	17,253	731
29	British Columbia	4	39	.....	.....
30	Newfoundland and Labrador	4	30	.....	.....
31	British West Indies	166	1,038	.....	122
32	British Guiana	8	32	.....	.....
33	British Honduras	.....	.....	.....	.....
34	British East Indies	.....	.....	.....	.....
35	Hong-Kong	125	169	.....	.....
36	British Possessions in Africa and adjacent islands	7	28	.....	21
37	British Possessions in Australasia	3	15	.....	.....
38	British Possessions, all other	1	10	.....	.....
40	Hawaiian Islands	.....	.....	.....	.....
41	Hayti	.....	.....	.....	.....
42	Italy	32,275	88,680	.....	.....
43	Japan	.....	.....	14	.....
44	Liberia	.....	.....	.....	.....
45	Mexico	42	253	70	.....
46	Netherlands	3,043	18,656	.....	.....
47	Dutch West Indies	.....	.....	.....	.....
51	Portugal	1,561	10,790	.....	.....
52	Azore, Madeira, and Cape Verde Islands	65	1,192	.....	.....
53	Portuguese Possessions in Africa and adjacent islands	.....	.....	.....	.....
54	Roumania	.....	.....	.....	.....
55	Russia on the Baltic and White seas	12	236	.....	.....
58	San Domingo	.....	.....	.....	.....
59	Spain	2,548	13,153	6	.....
60	Cuba	89	443	.....	.....
61	Porto Rico	.....	.....	.....	.....
62	Philippine Islands	.....	.....	.....	.....
65	Sweden and Norway	31	293	.....	.....
66	Switzerland	10	51	.....	.....
67	Turkey in Europe	.....	.....	.....	.....
68	Turkey in Asia	.....	.....	.....	.....
69	Turkey in Africa	.....	.....	.....	.....
70	United States of Colombia	4	16	.....	.....
71	Uruguay	.....	.....	.....	.....
72	Venezuela	.....	.....	.....	.....
73	All other countries and ports in Asia	.....	.....	.....	.....
	Total	253,132	1,327,613	17,862	918

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
WOOD, AND MANUFACTURES OF.							WOOL, ETC.		
Lumber.				Manufactures of.			Unmanufactured.		
Boards, planks, deals, and other sawed lumber.		Shingles.		Other lumber.	Cabinet-ware and house furniture.	All other.	Clothing wools.		
M feet.	*Dollars.*	*M.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	20	.....	.....	.....	.....	.....	58,682	11,094	1
.....	.....	.....	.....	.....	59,278	45,624	.....	.....	2
.....	.....	.....	.....	49	1,402	11,510	78,102	14,527	3
1	10	.....	.....	.....	15	25	235,028	27,904	4
.....	.....	.....	.....	.....	.....	10	.....	.....	5
8	314	.....	.....	.....	.....	175	.....	.....	6
.....	.....	.....	.....	.....	.....	16	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	520,059	48,143	10
.....	.....	.....	.....	.....	1,662	36,860	.....	.....	11
.....	.....	.....	.....	.....	172	75	.....	.....	12
.....	.....	.....	.....	.....	.....	5	.....	.....	13
.....	.....	.....	.....	.....	.....	7	.....	.....	15
.....	.....	.....	.....	1,577	125,833	214,328	18,268	5,220	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	19	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	410	16,607	508,569	20,994	10.309	22
12	1,554	.....	.....	810	137,049	146,304	6,368,770	1,456,745	23
.....	.....	.....	.....	364	517	4,320	.....	.....	24
.....	.....	.....	.....	.....	400	3,971	.....	.....	25
.....	.....	.....	.....	.....	.....	11	.....	.....	26
35,455	273,496	24,362	50,718	160,089	423	7,825	158,373	39,415	27
523,506	6,567,480	64,805	134,660	653,343	41,469	87,396	1,116,598	248,232	28
2	25	.....	.....	.....	258	500	44,338	4,550	29
.....	.....	.....	.....	.....	.....	3	.....	.....	30
.....	.....	.....	.....	78	93	754	1,523	297	31
.....	.....	.....	.....	.....	47	30	.....	.....	32
.....	.....	.....	.....	.....	5,000	25	.....	.....	33
3	321	.....	.....	.....	534	3,433	5,012	1,617	34
.....	.....	.....	.....	.....	1,571	18,482	.....	.....	35
.....	.....	.....	.....	.....	.....	27	1,778,532	213,182	36
.....	.....	.....	.....	.....	.....	1,785	4,368,242	895,843	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	330	162,370	11,968	40
.....	.....	.....	.....	.....	4	.....	.....	.....	41
.....	.....	.....	.....	1,853	15,623	11,243	.....	.....	42
.....	.....	.....	.....	.....	2,166	76,870	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
5	159	2	7	.....	14	1,013	431,520	34,875	45
.....	.....	.....	.....	.....	10,626	2,911	.....	.....	46
.....	.....	.....	.....	.....	4	.....	.....	.....	47
.....	.....	.....	.....	.....	419	16	.....	.....	51
.....	.....	.....	.....	.....	267	470	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	.....	110	1,157	.....	.....	55
.....	.....	.....	.....	.....	.....	10	.....	.....	58
.....	.....	.....	.....	.....	338	842	.....	.....	59
191	9,084	.....	.....	.....	781	223	.....	.....	60
.....	.....	.....	.....	.....	.....	.....	.....	.....	61
.....	.....	.....	.....	.....	151	17	.....	.....	62
.....	.....	.....	.....	.....	170	947	.....	.....	65
.....	.....	.....	.....	.....	433	6,124	.....	.....	66
.....	.....	.....	.....	.....	922	472	2,752	318	67
.....	.....	.....	.....	.....	310	1,190	9,527	1,111	68
.....	.....	.....	.....	.....	125	195	.....	.....	69
52	1,938	.....	.....	.....	.....	96	.....	.....	70
.....	.....	.....	.....	.....	.....	10	2,585,292	406,217	71
.....	.....	.....	.....	.....	.....	3	.....	.....	72
.....	.....	.....	.....	.....	.....	13	.....	.....	73
559,236	6,854,401	89,169	185,385	818,573	424,793	1,196,241	17,963,982	3,431,567	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.			
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.			
		Unmanufactured.			
		Combing wools.		Carpet and other similar wools.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic	.....	.....	6,228,300	683,981
2	Austria	.....	.....	208,403	21,092
3	Belgium	441	303	55,354	5,046
4	Brazil	.....	.....	371,034	30,511
5	Central American States: Costa Rica	.....	.....	.....	.....
6	Guatemala	.....	.....	.....	.....
7	Honduras	.....	.....	.....	.....
8	Nicaragua	.....	.....	.....	.....
9	San Salvador	.....	.....	.....	.....
10	Chili	.....	.....	2,008,617	169,445
11	China	1,011	26	3,270,303	294,382
12	Denmark	14,946	1,141	5,542	827
13	Danish West Indies	.....	.....	.....	.....
14	Greenland, Iceland, and the Faroe Islands	.....	.....	.....	.....
15	Ecuador	.....	.....	.....	.....
16	France	36,589	5,901	8,560,241	942,594
17	French West Indies	.....	.....	.....	.....
18	French Guiana	.....	.....	.....	.....
21	French Possessions, all other	.....	.....	41,974	4,427
22	Germany	3,940	997	419,279	47,040
23	England	9,491,041	2,230,431	31,574,201	4,388,335
24	Scotland	9,091	1,923	2,636,827	346,624
25	Ireland	.....	.....	.....	.....
26	Gibraltar	.....	.....	.....	.....
27	Nova Scotia, New Brunswick, and Prince Edward Isl'd	476	104	5,925	661
28	Quebec, Ontario, Manitoba, and the Northwest Territ'y	280,506	63,912	380	54
29	British Columbia	534	71	2,993	143
30	Newfoundland and Labrador	.....	.....	.....	.....
31	British West Indies	645	102	191	23
33	British Honduras	.....	.....	.....	.....
34	British East Indies	.....	.....	443,780	53,989
35	Hong-Kong	.....	.....	.....	.....
36	British Possessions in Africa and adjacent islands	6,433	1,011	.....	.....
37	British Possessions in Australasia	132,820	30,924	21,525	4,853
38	British Possessions, all other	170	24	.....	.....
40	Hawaiian Islands	.....	.....	.....	.....
42	Italy	.....	.....	3,173	312
43	Japan	.....	.....	.....	.....
44	Liberia	.....	.....	.....	.....
45	Mexico	14,041	1,034	1,417,197	114,501
46	Netherlands	20,456	3,970	39,522	4,616
47	Dutch West Indies	.....	.....	16,645	949
57	Peru	1,635	321	.....	.....
50	Portugal	.....	.....	962	206
51	Azore, Madeira, and Cape Verde Islands	.....	.....	429	37
52	Roumania	.....	.....	95,797	9,686
54	Russia on the Baltic and White seas	.....	.....	4,329,076	563,923
55	Russia on the Black sea	.....	.....	13,728,983	1,816,240
56	Russia, Asiatic	.....	.....	11,773	1,324
59	Spain	.....	.....	.....	.....
60	Cuba	.....	.....	.....	.....
62	Philippine Islands	.....	.....	.....	.....
65	Sweden and Norway	.....	.....	.....	.....
66	Switzerland	.....	.....	.....	.....
67	Turkey in Europe	680,327	180,544	690,387	70,533
68	Turkey in Asia	26,651	5,821	8,835,423	864,636
69	Turkey in Africa	.....	.....	6,800	531
70	United States of Colombia	.....	.....	.....	.....
71	Uruguay	.....	.....	306,189	22,102
72	Venezuela	.....	.....	15,070	729
73	All other countries and ports in Asia	.....	.....	.....	.....
74	All other countries and ports in Africa	.....	.....	.....	.....
	Total	10,721,753	2,528,560	85,352,295	10,464,352

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.								
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.								
Manufactures of.								
Carpets and carpeting of all kinds.		Clothing, ready-made, and other wearing-apparel, except shawls and knit goods.	Cloths.		Dress-goods, women's and children's.		Knit goods.	
Sq. yards.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. yards.*	*Dollars.*	*Dollars.*	
.....	.....	40	.....	.....	.....	.....	.....	1
1,267	2,953	8,456	145,058	186,757	177,610	43,691	4,298	2
84	161	675	445,111	494,019	8,975	2,515	557	3
.....	.....	4	5	11	.....	.....	.....	4
.....	.....	5	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
2,624	5,286	17,391	.....	.....	.....	.....	.....	11
4	8	448	127	156	175	73	222	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
12,590	24,253	163,869	649,958	793,735	35,794,927	8,153,979	153,364	16
.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	21
5,389	13,917	840,599	2,583,160	2,854,119	10,012,141	2,534,749	827,710	22
612,861	728,353	423,808	5,008,880	5,703,276	31,776,088	6,409,186	859,192	23
121,592	227,833	44,004	173,327	199,417	200,631	46,236	59,846	24
65	80	5,377	21,569	17,848	11,976	2,555	704	25
49	103	23	18	18	11	6	.....	26
3,676	4,068	141	9,932	7,832	46	23	160	27
1,131	781	7,236	10,545	9,244	649	278	756	28
11	35	76	191	339	69	31	6	29
3	5	38	.....	.....	.....	.....	.....	30
.....	.....	45	5	7	34	8	.....	31
.....	.....	.....	18	26	70	10	.....	33
8,951	21,420	3	225	321	.....	.....	.....	34
2	5	2,219	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	40	317	180	.....	.....	30	37
.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	12	12	139	20	20	40
262	519	117	28	29	.....	.....	399	42
11,281	20,219	98	100	129	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	3	44
22	64	4,414	373	1,823	20	9	29	45
390	1,101	286	5,108	5,353	74	21	41	46
.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	6	8	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	16	.....	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	14	.....	.....	.....	.....	.....	59
34	15	.....	17	43	14	7	11	60
21	45	.....	.....	.....	.....	.....	.....	62
.....	.....	2,089	.....	.....	.....	.....	1	65
121	277	2,231	5,855	7,207	58,537	18,537	32,388	66
116,458	230,237	474	182	560	.....	.....	.....	67
60,448	140,537	14	5	12	.....	.....	67	68
180	369	40	.....	.....	.....	.....	.....	69
.....	.....	20	.....	.....	.....	.....	.....	70
.....	.....	.....	.....	.....	.....	.....	.....	71
.....	.....	3	.....	.....	.....	.....	.....	72
1,252	3,637	.....	.....	.....	.....	.....	.....	73
7	15	.....	.....	.....	.....	.....	.....	74
960,775	1,426,296	1,524,313	9,060,132	10,282,481	78,042,186	17,211,934	1,939,804	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	DUTIABLE.		
		WOOLS, HAIR OF THE ALPACA, GOAT, ETC.		
		Manufactures of.		
		Rags, shoddy, mungo, waste, and flocks.		Shawls.
		Pounds.	*Dollars.*	*Dollars.*
1	Argentine Republic			
2	Austria			1,990
3	Belgium	11,361	5,905	8
4	Brazil			
5	Central American States: Costa Rica			
6	Guatemala			
7	Honduras			
8	Nicaragua			
9	San Salvador			
10	Chili			
11	China			
12	Denmark			13
13	Danish West Indies			
14	Greenland, Iceland, and the Faroe Islands			
15	Ecuador			
16	France	1,435,125	575,211	506,346
17	French West Indies			
18	French Guiana			
19	Miquelon, Langley, and St. Pierre Islands			
20	French Possessions in Africa and adjacent islands			
21	French Possessions, all other			
22	Germany	155,398	54,562	146,393
23	England	3,231,872	1,208,009	327,609
24	Scotland	720	102	68,023
25	Ireland			1,513
26	Gibraltar			
27	Nova Scotia, New Brunswick, and Prince Edward Island			8
28	Quebec, Ontario, Manitoba, and the Northwest Territory			114
29	British Columbia			59
30	Newfoundland and Labrador			
31	British West Indies			
32	British Guiana			
33	British Honduras			
34	British East Indies			578
35	Hong-Kong			3
36	British Possessions in Africa and adjacent islands			
37	British Possessions in Australasia			
38	British Possessions, all other			
39	Greece			
40	Hawaiian Islands			
41	Hayti			
42	Italy			217
43	Japan			
44	Liberia			
45	Mexico			101
46	Netherlands			
47	Dutch West Indies			
48	Dutch Guiana			
49	Dutch East Indies			
50	Peru			
51	Portugal			
55	Russia on the Baltic and White seas			68
58	San Domingo			
59	Spain			
60	Cuba			
61	Porto Rico			
65	Sweden and Norway			60
66	Switzerland	160	34	3,478
67	Turkey in Europe			43
68	Turkey in Asia			
69	Turkey in Africa			
70	United States of Colombia			14
72	Venezuela			
73	All other countries and ports in Asia			
	Total	4,834,636	1,843,823	1,056,638

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.							
WOOLS, HAIR OF THE ALPACA, GOAT, ETC.			ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF.			All other dutiable articles.	
Manufactures of.			In blocks or pigs, and old.		Manufactures of.		
Yarns.		All other.					
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
		6				5	1
15,955	10,592	20,062				50,760	2
10,219	6,354	11,123	229,524	8,018	4,866	24,446	3
		23				642	4
							5
							6
							7
							8
							9
							10
		451				674,124	11
		45				1,171	12
		9				1	13
							14
							15
117,809	77,875	832,258	133,342	7,595	1,028	639,534	16
			715	9		16	17
							18
							19
		5				4	20
						10	21
1,142,128	758,530	2,175,572	6,403,402	195,547	25,510	635,599	22
1,611,804	873,502	4,698,736	1,097,131	43,218	1,934	1,117,820	23
14,510	9,595	55,299			261	15,015	24
		15,615	56	8		194,281	25
		164				15	26
		66	32,465	206		80,505	27
190	94	1,759	31,010	670	198	146,038	28
		802				214	29
						2	30
		52	216	4		2,909	31
						78	32
							33
		1,175				24,945	34
		6				611,401	35
						117	36
						39	37
						43	38
							39
		6				38	40
						7,465	41
44	8	558				12,384	42
		1,038				33,661	43
							44
68	42	463				7,149	45
		922				40,428	46
							47
							48
						1,355	49
						42	50
						9,107	51
						959	55
						7,140	58
		24				100,062	59
2	6	21	78,511	1,108		34,557	60
						355	61
		25				331,302	65
		3,730				4,546	66
		45,939				7	67
		14,731					68
		107					69
		15				867	70
		3				3,680	72
		21					73
2,912,729	1,736,598	7,880,831	8,006,372	256,383	33,797	4,814,838	

No. 3.—IMPORTS *of* MERCHANDISE

	COUNTRIES FROM WHICH IMPORTED.	RECAPITULATION.			
		TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	Imported direct from foreign countries.	Imported through other ports, without appraisement.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	752,256	3,347,936	4,066,886	33,306
2	Austria	7,451,772	1,070,316	8,227,687	294,401
3	Belgium	6,354,620	1,709,028	7,640,027	423,621
4	Brazil	5,876,703	47,076,473	52,949,203	3,973
5	Central American States: Costa Rica	968	1,408,548	1,409,516	.....
6	Guatemala	283,888	2,364,825	2,648,713	.....
7	Honduras	3,118	854,801	857,919	.....
8	Nicaragua	1,820	1,660,342	1,644,721	17,441
9	San Salvador	152,152	907,189	1,059,341	.....
10	Chili	228,897	2,634,336	2,850,189	13,044
11	China	4,824,599	14,252,181	18,461,555	615,225
12	Denmark	138,704	200,050	328,870	9,884
13	Danish West Indies	467,617	33,058	499,558	1,117
14	Greenland, Iceland, and the Faroe Islands	.....	157,034	157,034	.....
15	Ecuador	235	1,130,934	1,131,169	.....
16	France	59,853,661	8,253,963	63,694,493	4,413,131
17	French West Indies	381,884	24,741	377,206	29,419
18	French Guiana	1,015	433	1,448	.....
19	Miquelon, Langley, and St. Pierre Islands	70,415	509	70,924	.....
20	French Possessions in Africa and adjacent islands	365,188	127,155	492,343	.....
21	French Possessions, all other	16,793	250,239	267,032	.....
22	Germany	69,241,433	11,406,127	72,241,483	8,406,077
23	England	114,955,120	25,503,854	129,413,128	11,045,846
24	Scotland	14,503,588	910,471	14,473,195	940,864
25	Ireland	8,875,986	318,424	8,880,279	314,131
26	Gibraltar	3,865	2,078	5,943	.....
27	Nova Scotia, New Brunswick, and P. Edward Island	2,692,221	2,288,710	4,911,561	69,370
28	Quebec, Ontario, Manitoba, and the N. W. Territory	22,118,078	9,088,100	31,095,452	110,726
29	British Columbia	1,186,814	473,354	1,656,912	3,256
30	New Foundland and Labrador	133,103	35,204	167,945	362
31	British West Indies	8,793,206	2,776,573	11,496,542	73,237
32	British Guiana	2,724,661	15,212	2,724,709	15,164
33	British Honduras	36,086	267,197	303,283	.....
34	British East Indies	5,805,979	13,030,111	18,701,353	134,737
35	Hong-Kong	855,431	581,050	1,332,501	103,980
36	British Possessions in Africa and adjacent islands	660,927	572,013	1,084,410	148,530
37	British Possessions in Australasia	2,421,607	1,989,512	4,356,933	54,186
38	British Possessions, all other	9,228	1,035,079	1,040,561	3,746
39	Greece	986,820	11,423	979,001	19,242
40	Hawaiian Islands	29,186	9,892,889	9,922,075	.....
41	Hayti	12,431	1,740,106	1,752,537	.....
42	Italy	10,146,669	9,241,139	19,178,109	209,699
43	Japan	1,371,741	15,742,440	13,245,297	3,868,884
44	Liberia	36	86,495	86,531	.....
45	Mexico	4,791,718	9,928,122	14,715,975	3,865
46	Netherlands	7,615,326	2,307,587	9,413,219	509,694
47	Dutch West Indies	29,756	226,939	256,695	.....
48	Dutch Guiana	87,429	394,995	482,424	.....
49	Dutch East Indies	375,547	2,602,524	2,978,071	.....
50	Peru	11,579	450,147	461,726	.....
51	Portugal	237,945	1,441,253	1,633,855	45,343
52	Azore, Madeira, and Cape Verde Islands	29,701	14,684	42,342	2,043
53	Portuguese Possessions in Africa and adjacent isl'ds	18	43,369	43,387	.....
54	Roumania	10,159	119,950	130,109	.....
55	Russia on the Baltic and White seas	1,648,079	841,807	2,481,749	8,137
56	Russia on the Black sea	1,816,311	501	1,816,317	495
57	Russia, Asiatic	1,572	105,031	106,603	.....
58	San Domingo	1,191,026	189,100	1,380,126	.....
59	Spain	5,101,473	469,395	5,385,922	184,946
60	Cuba	47,482,229	2,033,205	47,030,463	2,484,971
61	Porto Rico	4,587,323	74,367	4,659,913	1,777
62	Philippine Islands	8,577,407	37,423	8,578,019	36,811
63	Spanish Possissions in Africa and adjacent islands	26,742	68,830	86,231	9,341
64	Spanish Possessions, all other	.....	3,828	.....	3,828
65	Sweden and Norway	3,015,764	97,638	2,954,566	158,836
66	Switzerland	13,234,135	344,078	12,652,659	925,554
67	Turkey in Europe	780,727	305,344	1,020,722	65,349
68	Turkey in Asia	2,106,700	1,509,606	3,601,129	15,177
69	Turkey in Africa	33,318	222,378	255,086	610
70	United States of Colombia	16,594	3,934,359	3,950,769	184
71	Uruguay	437,650	2,381,111	2,809,675	9,086
72	Venezuela	12,786	8,248,450	8,261,236	.....
73	All other countries and ports in Asia	45,699	2,659	48,235	123
74	All other countries and ports in Africa	181	1,350,799	1,350,980	.....
75	All other islands and ports	3,222	.....	3,222	.....
	Total	458,098,637	234,221,131	656,476,999	35,842,769

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

RECAPITULATION.									
Entered for immediate consumption.	Entered for warehouse.	Brought in cars and other land vehicles.	BROUGHT IN AMERICAN VESSELS.		BROUGHT IN FOREIGN VESSELS.		TOTAL VALUE OF IMPORTS OF MERCHANDISE.	TOTAL VALUE OF IMPORTS FROM EACH COUNTRY AND ITS DEPENDENCIES.	
			Steam.	Sail.	Steam.	Sail.			
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
3,534,922	565,270	.....	.....	2,350,345	858,525	891,322	4,100,192	4,100,192	1
6,901,760	1,620,328	.....	24,101	9,108	8,323,708	165,171	8,522,088	8,522,088	2
7,093,469	970,179	.....	167,597	123,866	6,882,127	890,058	8,063,648	8,063,648	3
49,965,722	2,987,454	.....	5,526,294	6,191,596	30,550,536	10,684,750	52,953,176	52,953,176	4
1,409,316	200	.....	504,487	852	904,177	.....	1,409,516	1,409,516	5
2,628,015	20,698	.....	2,508,856	7,483	126,083	6,291	2,648,713	2,648,713	6
857,124	795	.....	336,019	100,655	356,654	64,591	857,919	857,919	7
1,661,562	600	.....	497,610	66,377	1,089,612	8,563	1,662,162	1,662,162	8
955,399	103,942	.....	956,241	41,886	.....	61,214	1,059,341	1,059,341	9
2,687,608	175,625	.....	2,146	987,708	245,315	1,628,064	2,863,233	2,863,233	10
16,526,157	2,550,623	.....	3,219,911	1,901,424	13,368,926	586,519	19,076,780	19,076,780	11
321,639	17,115	.....	.....	.....	303,247	35,507	338,754		12
83,762	416,913	.....	33,090	220,499	85,012	162,074	500,675	996,463	13
157,034	.....	.....	.....	17,764	17,506	121,764	157,034		14
1,131,169	.....	.....	1,076,069	55,100	.....	.....	1,131,169	1,131,169	15
54,316,999	13,790,625	*a*2,337	448,106	179,810	66,313,878	1,163,493	68,107,624		16
217,702	188,923	.....	3,000	253,308	63,433	86,884	406,625		17
1,448	.....	.....	.....	116	.....	1,332	1,448		18
60,928	9,996	.....	866	20,953	.....	49,105	70,924	69,345,996	19
492,343	.....	.....	.....	68,331	364,018	59,994	492,343		20
261,850	5,182	.....	.....	236,327	30,705	.....	267,032		21
68,958,699	11,688,861	*a*1,708	482,719	196,669	75,268,674	4,697,790	80,647,560	80,647,560	22
120,343,709	20,115,265	*a*536,496	1,728,835	671,165	132,679,718	4,842,760	140,458,974		23
13,143,696	2,270,363	*a*34,827	62,863	3,282	15,162,436	150,652	15,414,059		24
7,711,066	1,483,344	*a*26,616	54,329	108,891	8,818,947	185,627	9,194,410		25
4,381	1,562	.....	.....	.....	4,769	1,174	5,943		26
4,454,202	526,729	1,176,811	1,317,480	351,989	492,861	1,641,790	4,980,931		27
25,289,584	5,916,594	20,389,515	1,923,254	1,480,839	3,014,235	4,398,335	31,206,178		28
1,632,156	28,012	902	706,719	612,660	222,210	117,677	1,660,168		29
134,789	33,518	.....	2,971	16,573	116,127	32,636	168,307		30
4,063,240	7,506,539	.....	319,083	2,069,645	5,975,431	3,205,620	11,569,779	244,662,842	31
970,092	1,769,781	.....	67	977,013	640,214	1,122,579	2,739,873		32
271,732	31,551	.....	180,567	6,940	111,669	4,107	303,283		33
17,040,870	1,795,220	.....	212,710	3,863,725	9,669,438	5,090,217	18,836,090		34
1,093,722	342,759	.....	43,587	807,810	427,724	157,360	1,436,481		35
884,028	348,912	.....	2,317	255,624	524,714	450,285	1,232,940		36
3,034,567	1,376,552	.....	703,427	1,144,137	1,309,825	1,253,730	4,411,119		37
1,037,302	7,005	.....	.....	44,152	1,000,155	.....	1,044,307		38
673,977	324,266	.....	.....	.....	991,670	6,573	998,243	998,243	39
9,898,075	24,000	.....	521,651	7,548,123	1,415,980	436,321	9,922,075	9,922,075	40
1,745,831	6,706	.....	115,602	556,595	904,534	175,806	1,752,537	1,752,537	41
18,009,653	1,378,155	.....	6,280	20,955	17,478,889	1,881,675	19,387,808	19,387,808	42
16,020,805	1,093,376	*a*389,886	8,282,381	457,947	6,946,219	1,037,748	17,114,181	17,114,181	43
86,531	.....	.....	.....	85,566	897	68	86,531	86,531	44
12,857,655	1,862,185	5,002,721	4,504,021	1,055,668	3,723,516	433,914	14,719,840	14,719,840	45
5,813,599	4,109,314	*a*84	7,609	43,033	9,161,169	711,018	9,922,913		46
251,539	5,156	.....	96,254	29,882	70,286	60,273	256,695		47
395,203	87,221	.....	25,329	418,071	8,750	30,274	482,424	13,640,103	48
2,606,618	371,453	.....	6,325	152,607	193,828	2,625,311	2,978,071		49
459,915	1,811	.....	97,223	3,063	126,674	234,766	461,726	461,726	50
1,554,033	125,165	.....	155	23,118	305,202	1,350,723	1,679,198		51
35,538	8,847	.....	.....	9,442	21,377	13,566	44,385	1,766,970	52
43,387	.....	.....	.....	43,369	.....	18	43,387		53
130,109	.....	.....	.....	.....	123,267	6,842	130,109	130,109	54
1,670,787	819,099	.....	.....	.....	2,489,886	.....	2,489,886		55
371,875	1,444,937	.....	.....	.....	1,800,406	16,406	1,816,812	4,413,301	56
106,603	.....	.....	.....	.....	89,426	17,177	106,603		57
591,466	788,660	.....	516 245	466,378	145,613	251,890	1,380,126	1,380,126	58
4,136,070	1,434,798	*a*156	55,454	32,992	4,383,805	1,098,461	5,570,868		59
22,341,957	27,173,477	.....	14,452,522	15,769,463	14,753,357	4,540,092	49,515,434		60
1,415,105	3,246,585	.....	233,898	2,099,193	851,352	1,477,247	4,661,690		61
2,205,246	6,409,584	.....	21,624	4,993,428	314,275	3,285,503	8,614,830	68,462,222	62
72,117	23,455	.....	.....	.....	93,978	1,594	95,572		63
3,828	.....	.....	.....	.....	3,828	.....	3,828		64
2,764,404	348,998	.....	3,029	.....	2,980,106	130,267	3,113,402	3,113,402	65
11,719,544	1,858,669	.....	21,603	.....	13,555,194	1,416	13,578,213	13,578,213	66
684,159	401,912	.....	37,110	.....	993,510	55,451	1,086,071		67
2,451,273	1,165,033	.....	58,365	.....	2,287,683	1,270,258	3,616,306	4,958,073	68
254,509	1,187	.....	.....	.....	113,912	141,784	255,696		69
3,945,138	5,815	.....	958,755	172,027	2,769,021	51,150	3,950,953	3,950,953	70
2,408,060	410,701	.....	68,394	391,568	598,756	1,760,043	2,818,761	2,818,761	71
8,256,488	4,748	.....	7,550,267	173,432	500,399	37,138	8,261,236	8,261,236	72
45,580	2,778	.....	.....	.....	48,358	.....	48,358	48,358	73
1,350,980	.....	.....	.....	689,525	599,759	61,696	1,350,980	1,350,980	74
3,222	.....	.....	.....	.....	3,222	.....	3,222	3,222	75
558,714,642	133,605,126	27,562,059	60,685,426	60,680,067	476,170,712	67,221,504	692,319,768	692,319,768	

a Imported through adjacent foreign territory, character of water-transportation unknown.

No. 4.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

IMPORTS OF MERCHANDISE,

BY CUSTOMS DISTRICTS,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.													
		ANIMALS, NOT ELSEWHERE SPECIFIED.							Articles, the growth, produce, or manufacture of the United States, returned.	Art-works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists.	Asphaltum or bitumen, crude.		Bark, hemlock.		
		Cattle.		Horses.		Sheep.		All other, including fowls.							
		No.	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Cords.*	*Dollars.*	
1	Alaska, Alaska														1
2	Aroostook, Me	53	764	257	31,345	89	252	4	10,438				1,796	7,515	2
3	Baltimore, Md	43	11,023	96	37,913	23	2,087	4,146	389,157	682	3,248,000	1,813			3
4	Bangor, Me			46	9,584			75	12,386				19,603	78,858	4
5	Barnstable, Mass														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	512	54,065	322	76,110	160	4,590	3,967	241,857	32,955	440,920	1,642	2,918	14,535	8
9	Brazos de Santiago, Tex	1,075	6,000	7,843	50,109	250	204	143	204		61,388	464			9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	51	17,955	226	42,209	202	2,115	29,759	35,250	1,738					11
12	Cape Vincent, N. Y			49	6,290	109	717	682	3,132						12
13	Champlain, N. Y	26	4,922	137	23,657	58	230	11,642	27,031	485			5,444	26,639	13
14	Charleston, S. C									8,685					14
15	Chicago, Ill							5	109,612	20,377					15
16	Cincinnati, Ohio								586,403	1,158					16
17	Corpus Christi, Tex	513	3,189	151	930	19,401	12,590	2,227	7,421						17
18	Cuyahoga, Ohio			1	140			5	5,292	566					18
19	Delaware, Del														19
20	Denver, Colo								4,848	3,057					20
21	Detroit, Mich	235	40,025	778	239,654	435	6,551	22,558	53,598	1,112			170	680	21
22	Duluth, Minn	35	1,643	78	7,002			7	601						22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex							4,400	38,004						25
26	Genesee, N. Y			22	6,593	1	100	755	9,536	39					26
27	Georgetown, D. C									8,685	7,674,160	11,841			27
28	Gloucester, Mass														28
29	Hartford, Conn								1,012	487					29
30	Huron, Mich	580	84,673	2,271	721,927	908	13,984	2,390	19,487				239	885	30

31	Indianapolis, Ind								7,589	965					31
32	Kansas City, Mo								18,255						32
33	Key West, Fla							3,419	550						33
34	Louisville, Ky								421,097	193					34
35	Marblehead, Mass														35
36	Memphis, Tenn								9,343						36
37	Miami, Ohio								3,977						37
38	Milwaukee, Wis								1,792	4,879					38
39	Minnesota, Minn	360	21,944	568	71,201	2	15	1,887	261,849	1,498					39
40	Mobile, Ala														40
41	Newark, N. J														41
42	New Bedford, Mass							150							42
43	New Haven, Conn														43
44	New London, Conn														44
45	New Orleans, La					1	73	763	92,686		100,000	452			45
46	New York, N. Y	235	25,983	2,292	951,493	69	3,662	138,722	4,809,125	374,175	29,738,147	74,492			46
47	Niagara, N. Y	79	22,360	91	19,405	164	4,127	6,232	90,614	731					47
48	Norfolk and Portsmouth, Va								3,000						48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y	28	4,836	124	19,087	28	172	2,243	30,351	54			31	182	50
51	Oswego, N. Y			3	475			8	393						51
52	Paso del Norte, Tex. and N. Mex	8,670	97,983	1,543	11,712	310	178	96	6,713						52
53	Passamaquoddy, Me			15	2,915			98	5,549						53
54	Pearl River, Miss														54
55	Pensacola, Fla							35							55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	2	117	33	9,888	16	385	2,769	1,317,777	2,459	13,842,420	9,993			57
58	Pittsburgh, Pa								76,250	2,987					58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me			2	828	49	1,219	487	14,825				29	116	60
61	Portsmouth, N. H			4	505	14	72		376						61
62	Providence, R. I								15,973						62
63	Puget Sound, Wash	96	2,220	25	1,120			223	15,923						63
65	Saint Joseph, Mo								14,785	428					65
66	Saint Louis, Mo								113,464	1,989					66
67	Salem and Beverly, Mass												1,547	6,924	67
68	Saluria, Tex	1,682	9,713	207	1,362	5,872	2,968	205	2,550						68
69	San Diego, Cal	51	823	92	2,479			41	66,310						69
70	Sandusky, Ohio			1	600			14							70
71	San Francisco, Cal			14	14,311			300	156,344	2,178					71
72	Savannah, Ga								1,635						72
73	Superior, Mich	2	32	11	1,790			142	974						73
75	Vermont, Vt	37	2,066	347	45,753	391	1,644	18,637	137,309	1,000			28,810	136,622	75
77	Willamette, Oreg								373						77
79	Wilmington, N. C								319						79
81	Yorktown, Va			1	292				438						81
82	All other customs districts *a*							15	3,155						82
	Total	14,365	412,336	17,650	2,408,679	28,547	57,935	259,251	9,256,932	473,562	55,105,035	100,697	60,587	272,956	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.													
		Bolting cloths.	Books and other printed matter, not elsewhere specified.	CHEMICLES, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.											
				Alizarine, natural or artificial.		Argal, or argol, or or crude tartar, and argol dust.		Barks: Cinchona, or other, used in the manufacture of quinia.		Cochineal.		Dye-woods in sticks.			
												Logwood.		All other.	
		Dollars.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska														1
2	Aroostook, Me														2
3	Baltimore, Md		17,488					2,037	581					798	3
4	Bangor, Me		200												4
5	Barnstable, Mass														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	589	96,856	288,134	51,027	288,423	27,899	1,473	452	63,720	17,785	18,834	307,083	73,507	8
9	Brazos de Santiago, Tex														9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	30,164	2,705												11
12	Cape Vincent, N. Y		23												12
13	Champlain, N. Y		2,992												13
14	Charleston, S. C		10												14
15	Chicago, Ill	17,916	17,306												15
16	Cincinnati, Ohio		9,844												16
17	Corpus Christi, Tex		50												17
18	Cuyahoga, Ohio		8,940												18
19	Delaware, Del														19
20	Denver, Colo		1,383												20
21	Detroit, Mich		999	902	186	3,172	99								21
22	Duluth, Minn														22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex														25
26	Genesee, N. Y		116												26
27	Georgetown, D. C		1,016												27
28	Gloucester, Mass														28
29	Hartford, Conn		92	31,235	5,704					107,553	29,445				29
30	Huron, Mich		2,420												30

31	Indianapolis, Ind	5,880	254												31
32	Kansas City, Mo		1,472												32
33	Key West, Fla													5	33
34	Louisville, Ky														34
35	Marblehead, Mass														35
36	Memphis, Tenn														36
37	Miami, Ohio		313												37
38	Milwaukee, Wis	3	1,713												38
39	Minnesota, Minn		3,224												39
40	Mobile, Ala													145	40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven, Conn		3,978												43
44	New London, Conn											803	12,129	2,257	44
45	New Orleans, La		662									30	551	1,270	45
46	New York, N. Y	216,848	751,070	1,770,636	299,178	20,244,232	3,119,751	2,275,636	277,917	302,288	86,081	30,252	556,217	174,391	46
47	Niagara, N. Y		2,938												47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y		100												50
51	Oswego, N. Y														51
52	Paso del Norte, Tex. and N. Mex														52
53	Passamaquaddy, Me														53
54	Pearl River, Miss													1,905	54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa		21,982	4,305	653	386,126	72,336	2,508,898	462,703	14,468	4,125	6,200	115,287	24,319	57
58	Pittsburgh, Pa		700												58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me		546											4,994	60
61	Portsmouth, N. H														61
62	Providence, R. I		12			26,619	1,861					2,990	51,392	1,150	62
63	Puget Sound, Wash		58												63
64	Richmond, Va		84												64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo		3,668												66
67	Salem and Beverly, Mass														67
68	Saluria, Tex														68
69	San Diego, Cal														69
70	Sandusky, Ohio														70
71	San Francisco, Cal		15,894			1,076,196	191,041			4,275	1,710				71
72	Savannah, Ga														72
73	Superior, Mich														73
74	Teche, La														74
75	Vermont, Vt		90												75
76	Waldoborough, Me														76
77	Willamette, Oreg		5												77
82	All other customs districts *a*											156	1,560		82
	Total	271,400	971,203	2,095,212	356,748	22,024,768	3,412,987	4,788,044	741,653	492,304	139,146	59,265	1,044,219	284,741	

a See Statement No. 4*a* for the imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.														
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.														
		Gums.										Indigo.		Lime, chloride of, or bleaching powder.		
		Arabic.		Camphor, crude.		Cutch, or catechu, and terra japonica, or gambia.		Shellac.		All other gums and gum resins, not elsewhere specified.						
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska															1
2	Aroostook, Me															2
3	Baltimore, Md									1,792	202			2,198,712	33,542	3
4	Bangor, Me									866	118					4
5	Barnstable, Mass															5
6	Bath, Me															6
7	Belfast, Me															7
8	Boston and Charlestown, Mass	308	78			7,373,252	371,317	95,288	13,508	474,822	69,981	1,191,886	1,033,457	49,850,246	760,354	8
9	Brazos de Santiago															9
10	Bridgeton N. J															10
11	Buffalo Creek, N. Y															11
12	Cape Vincent, N. Y															12
13	Champlain, N. Y															13
14	Charleston, S. C															14
15	Chicago, Ill									5,387	4,802			186,610	5,570	15
16	Cincinnati, Ohio											7,097	2,158			16
17	Corpus Christi, Tex															17
18	Cuyahoga, Ohio															18
19	Delaware, Del															19
20	Denver, Colo															20
21	Detroit, Mich									93,223	12,998					21
22	Duluth, Minn															22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex															25
26	Genesee, N. Y															26
27	Georgetown, D. C															27
28	Gloucester, Mass															28
29	Hartford, Conn											6,333	8,467			29
30	Huron, Mich									74	17					30

31	Indianapolis															31
32	Kansas City, Mo															32
33	Key West, Fla															33
34	Louisville, Ky															34
35	Marblehead, Mass															35
36	Memphis, Tenn															36
37	Miami, Ohio															37
38	Milwaukee, Wis													237,739	3,811	38
39	Minnesota, Minn									116	46					39
40	Mobile, Ala									13,094	5,868					40
41	Newark, N. J															41
42	New Bedford, Mass															42
43	New Haven, Conn															43
44	New London, Conn															44
45	New Orleans, La			10	2					74,195	15,680					45
46	New York, N. Y	423,380	147,931	2,805,805	342,951	17,348,460	792,210	4,627,246	550,742	15,726,137	2,106,118	2,068,280	1,544,266	42,563,003	645,281	46
47	Niagara, N. Y															47
48	Norfolk and Portsmouth, Va															48
49	Oregon, Oreg															49
50	Oswegatchie, N. Y									1,124	309					50
51	Oswego, N. Y															51
52	Paso del Norte, Tex. and N. Mex									700	75					52
53	Passamaquoddy, Me															53
54	Pearl River, Miss															54
55	Pensacola, Fla															55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	44,094	12,731	51,407	7,576	495,482	30,467			90,274	22,912	165,091	123,613	7,411,747	112,769	57
58	Pittsburgh, Pa															58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me									9	7					60
61	Portsmouth, N. H															61
62	Providence, R. I															62
63	Puget Sound, Wash															63
64	Richmond, Va															64
65	Saint Joseph, Mo															65
66	Saint Louis, Mo							4	1	249	149			56,843	2,554	66
67	Salem and Beverly, Mass															67
68	Saluria, Tex															68
69	San Diego, Cal															69
70	Sandusky, Ohio															70
71	San Francisco, Cal					381,018	17,263			95,597	9,316	30,495	22,156	447,499	7,149	71
72	Savannah, Ga															72
73	Superior, Mich															73
74	Teche, La															74
75	Vermont, Vt									4,915	2,541					75
76	Waldoborough, Me															76
77	Willamette, Oreg													135,428	2,137	77
78	Wilmington, Cal															78
	Total	467,782	160,740	2,857,222	350,529	25,598,212	1,211,257	4,722,538	564,251	16,582,619	2,251,139	3,469,182	2,734,117	103,087,827	1,573,167	

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.														
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.														
		Licorice-root.		Mineral waters, all not artificial.		Potash, muriate of.		Quinia, sulphate of, salts of, and cinchonidia.		Soda, nitrate of.		Sulphur, or brimstone, crude.		Vanilla beans.		
		Pounds.	*Dollars.*	*Gallons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Ounces.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska															1
2	Aroostook, Me															2
3	Baltimore, Md	13,844,517	314,628	54,554	12,379	6,529,640	95,770			11,388,764	165,270	12,547	225,669			3
4	Bangor, Me			40	8											4
5	Barnstable, Mass					1,123,408	17,051			2,177,880	43,553	1,152	22,816			5
6	Bath, Me															6
7	Belfast, Me															7
8	Boston and Charlestown, Mass	5,482	155	129,991	22,146	4,378,868	68,823			24,493,512	394,237	4,850	85,575			8
9	Brazos de Santiago, Tex															9
10	Bridgeton, N. J									3,662,664	57,810					10
11	Buffalo Creek, N. Y															11
12	Cape Vincent, N. Y															12
13	Champlain, N. Y							125	113							13
14	Charleston, S. C					3,829,039	56,641			2,324,931	38,012	12,420	220,598			14
15	Chicago, Ill							20	9	11	3					15
16	Cincinnati, Ohio			1,948	380											16
17	Corpus Christi, Tex															17
18	Cuyahoga, Ohio															18
19	Delaware, Del															19
20	Denver, Colo															20
21	Detrort, Mich			720	90											21
22	Duluth, Minn															22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex			6,260	1,172											25
26	Genesee, N. Y															26
27	Georgetown, D. C															27
28	Gloucester, Mass															28
29	Hartford, Conn															29
30	Huron, Mich			40	9											30

31	Indianapolis, Ind															31
32	Kansas City, Mo															32
33	Key West, Fla			22	22			6	12							33
34	Louisville, Ky			125	48											34
35	Marblehead, Mass															35
36	Memphis, Tenn			188	87											36
37	Miami, Ohio															37
38	Milwaukee, Wis			7,812	1,305			15	4							38
39	Minnesota, Minn															39
40	Mobile, Ala															40
41	Newark, N. J															41
42	New Bedford, Mass									1,836,800	29,732					42
43	New Haven, Conn															43
44	New London, Conn															44
45	New Orleans	585	44	70,424	15,589			2,338	1,213	40	3			168	787	45
46	New York, N. Y	51,513,216	1,045,615	1,348,078	272,473	18,773,823	289,172	2,590,672	1,078,598	86,096,374	1,301,028	46,711	792,114	130,614	765,062	46
47	Niagara, N. Y													49	245	47
48	Norfolk and Portsmouth, Va															48
49	Oregon, Oreg															49
50	Oswegatchie, N. Y			444	32											50
51	Oswego, N. Y															51
52	Paso del Norte, Tex. and N. Mex															52
53	Passamaquoddy, Me															53
54	Pearl River, Miss															54
55	Pensacola, Fla															55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	14,240,035	309,599	161,792	32,434	3,934,836	46,640	44,686	18,854	22,633,146	334,651	15,267	269,216			57
58	Pittsburgh, Pa															58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me															60
61	Portsmouth, N. H															61
62	Providence, R. I											600	11,291			62
63	Puget Sound, Wash															63
64	Richmond, Va															64
65	Saint Joseph, Mo															65
66	Saint Louis, Mo							116,100	44,827	414	29					66
67	Salem and Beverly, Mass															67
68	Saluria, Tex															68
69	San Diego, Cal															69
70	Sandusky, Ohio															70
71	San Francisco, Cal			43,348	19,579					17,560,353	255,833	3,176	50,521	6,648	9,319	71
72	Savannah, Ga															72
73	Superior, Mich			52	6											73
74	Teche, La															74
75	Vermont, Vt			6,892	888											75
76	Waldoborough, Me															76
77	Willamette, Oreg			252	1,381											77
82	All other customs districts *a*			300	250							660	10,560			82
	Total	79,603,835	1,670,041	1,834,411	379,149	38,569,614	574,097	2,753,962	1,143,630	172,174,889	2,614,161	97,383	1,688,360	137,479	775,413	

a See Statement No. 4*a* for the imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—YEAR *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.														
		CHEMICALS, DRUGS, ETC. All other.	Cocoa, or cacao, crude, and leaves and shells of.		Coffee.		Coir yarn.		Cork-wood, or cork-bark unmanufactured.	Cotton, unmanufactured.		Diamonds, rough or uncut, including glaziers' diamonds.	Eggs.		Farinaceous substances, and preparations of, not elsewhere specified.	
		Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dozens.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska	1			6	2										1
2	Aroostook, Me												2,834	340		2
3	Baltimore, Md	10,623			33,300,141	3,036,023						979			1,048	3
4	Bangor, Me	11,024											526,215	69,497		4
5	Barnstable, Mass												500	63		5
6	Bath, Me												400	40		6
7	Belfast, Me												756	91		7
8	Boston and Charlestown, Mass.	179,266	2,588,804	347,418	1,249,893	202,715	14,616	762	1,909	517,432	80,086	10,261	1,865,116	213,339	53,522	8
9	Brazos de Santiago, Tex	548			200	33				34,404	709					9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y	9,574			32,871	5,259							3,956,476	601,026		11
12	Cape Vincent, N. Y	44											7,503	989		12
13	Champlain, N. Y	8,321			67,885	8,105							470,478	62,829		13
14	Charleston, S. C														22	14
15	Chicago, Ill	17,771			8,803	749			33,981						17	15
16	Cincinnati, Ohio	3,829			750	61									671	16
17	Corpus Christi, Tex	24	30	12	128,340	18,153										17
18	Cuyahoga, Ohio				29,124	3,117						23	200	24		18
19	Delaware, Del															19
20	Denver, Colo	21													55	20
21	Detroit, Mich	1,575			64,292	10,291				264	28		330,477	35,585	200	21
22	Duluth, Minn												350	39		22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex		5,055	2,644	3,082,101	330,060										25
26	Genesee, N. Y	1,020			14,760	2,574							11,052	1,452	344	26
27	Georgetown, D. C	1														27
28	Gloucester, Mass												27,574	3,876		28
29	Hartford, Conn	7,717			15,404	2,532										29
30	Huron, Mich	350			12,316	1,809							19,353	2,510		30

31	Indianapolis, Ind				178	45										31
32	Kansas City, Mo			4	12,512	1,669							569	115	440	32
33	Key West, Fla	1,932	200												545	33
34	Louisville, Ky	252														34
35	Marblehead, Mass												2,621	309		35
36	Memphis, Tenn															36
37	Miami, Ohio															37
38	Milwaukee, Wis	1,027			133	31									8	38
39	Minnesota, Minn	5,990										194				39
40	Mobile, Ala	16			200	14										40
41	Newark, N. J															41
42	New Bedford, Mass				1,962	341										42
43	New Haven, Conn				300	39										43
44	New London, Conn				549	90							170	40		44
45	New Orleans, La	24,919			35,951,915	3,548,385			103						12,523	45
46	New York, N. Y	2,464,595	9,121,435	1,253,421	428,286,286	46,231,302	4,590,913	139,700	1,087,209	2,260,492	315,151	243,245	135,685	23,294	555,492	46
47	Niagara, N. Y	9,950			45,262	9,224				8,000	480		2,083,660	328,734		47
48	Norfolk and Portsmouth, Va															48
49	Oregon, Oreg															49
50	Oswegatchie, N. Y	9,181	78	20	17,048	2,721							1,458,464	178,744		50
51	Oswego, N. Y												150	23		51
52	Paso del Norte, Tex. and N. Mex.	27,875			45,034	5,357				450	45		9,420	621		52
53	Passamaquoddy, Me	1,515											599,872	71,112		53
54	Pearl River, Miss															54
55	Pensacola, Fla	3			270	32									61	55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	350,864			98,190	15,327			116,045	371,535	46,293	16,285	10	115	5,009	57
58	Pittsburgh, Pa	196													432	58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me				59,646	8,101							3,671	492		60
61	Portsmouth, N. H												419	50		61
62	Providence, R. I	14,988														62
63	Puget Sound, Wash												40	4	496	63
64	Richmond, Va															64
65	Saint Joseph, Mo															65
66	Saint Louis, Mo	118,534			4,928	862						397			1,012	66
67	Salem and Beverly, Mass												1,742	189		67
68	Saluria, Tex				50	7							771	121		68
69	San Diego, Cal	200														69
70	Sandusky, Ohio															70
71	San Francisco, Cal	48,089	555,956	66,493	19,863,657	2,454,907				731,954	91,136		108,175	5,618	89,422	71
73	Superior, Mich												9,893	1,170		73
74	Teche, La	1,644			2,920,282	367,190										74
75	Vermont, Vt	22,177			66,566	10,088							2,292,452	356,761		75
76	Waldoborough, Me												8,418	1,112		76
77	Willamette, Oreg	52													85	77
81	Yorktown, Va				660,450	66,301										81
82	All other customs districts *a*				66,866	4,084							565	72		82
	Total	3,355,714	12,271,558	1,670,012	526,109,170	56,347,600	4,605,529	140,462	1,239,247	3,924,531	533,928	271,384	13,936,054	1,960,396	721,404	

a See Statement No. 4*a* for the imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.														
		FERTILIZERS.					FISH, NOT ELSEWHERE SPECIFIED.						FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			
		Guano.		Phosphates, crude or native, for fertilizing purposes.		All other.	Fresh.				Lobsters, canned or preserved.	All other.	Bananas.	Cocoa. nuts.	All other.	
							Salmon.		All other.							
		Tons.	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska															1
2	Aroostook, Me						2,574	373	17,372	378		30			376	2
3	Baltimore, Md	4,083	71,345	507	8,136	193,652						54	181,402	49,781	100,515	3
4	Bangor, Me					537	92,154	9,802	4,762,134	139,254	4,511	71			12,858	4
5	Barnstable, Mass					5,613										5
6	Bath, Me															6
7	Belfast, Me															7
8	Boston and Charlestown, Mass					9,793	143,567	13,562	3,012,726	54,654	137,363	52,886	256,807	23,537	28,973	8
9	Brazos de Santiago, Tex					7,458									30	9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y					10,668			4,433,216	145,843					23,930	11
12	Cape Vincent, N. Y								986,686	39,601					356	12
13	Champlain, N. Y					19,439	225,270	21,622	286,905	14,487					510	13
14	Charleston, S. C	550	8,576			103,744							19,138	20,441	9	14
15	Chicago, Ill			574	4,818							28			4,784	15
16	Cincinnati, Ohio															16
17	Corpus Christi, Tex														11	17
18	Cuyahoga, Ohio			326	1,291				13,720	112					20	18
19	Delaware, Del															19
20	Denver, Colo															20
21	Detroit, Mich					6,668			2,146,787	63,773					37,389	21
22	Duluth, Minn								819,473	22,267					5,800	22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex					1							161			25
26	Genesee, N. Y								105,071	4,028					88	26
27	Georgetown, D. C															27
28	Gloucester, Mass								3,207,000	19,644						28
29	Hartford, Conn															29
30	Huron, Mich					16,731			358,878	7,041	10,780				50,720	30

31	Indianapolis, Ind					50											31
32	Kansas City, Mo																32
33	Key West, Fla																33
34	Louisville, Ky											131	6,155	562	22,697		34
35	Marblehead, Mass																35
36	Memphis, Tenn														2		36
37	Miami, Ohio								16,800	62							37
38	Milwaukee, Wis																38
39	Minnesota, Minn								177,866	7,748					7		39
40	Mobile, Ala			600	6,131								7,568	8,758	219		40
41	Newark, N. J	450	5,427														41
42	New Bedford, Mass	650	5,600	600	3,240												42
43	New Haven, Conn														3		43
44	New London, Conn																44
45	New Orleans, La			1,575	17,327	3,250						364	899,305	99,031	32,257		45
46	New York, N. Y	4 809	172,999	1,920	20,022	383,038	632	76	869,230	12,970	40,388	7,279	1,112,931	492,160	794,308		46
47	Niagara, N. Y					1,489			194,380	7,458					84,452		47
48	Norfolk and Portsmouth, Va	651	34,828			4,382								2,760			48
49	Oregon, Oreg																49
50	Oswegatchie, N. Y					9,412			13,400	555					151		50
51	Oswego, N. Y					1,000			38,550	1,520					3		51
52	Paso del Norte, Tex. and N. Mex												81		158		52
53	Passamaquoddy, Me						605,465	57,620	1,796,639	31,473	10,811	718			2,578		53
54	Pearl River, Miss					870											54
55	Pensacola, Fla			3,798	39,106	4,129							1,559		20		55
56	Perth Amboy, N. J																56
57	Philadelphia, Pa	11	237	3,224	26,647	287,163					420	95	145,897	31,290	6,828		57
58	Pittsburgh, Pa																58
59	Plymouth, Mass																59
60	Portland, and Falmouth, Me								60,000	360	132,774	3,759		90	6		60
61	Portsmouth, N. H								16,000	90							61
62	Providence, R. I																62
63	Puget Sound, Wash														3		63
64	Richmond, Va	1,075	19,000										78		480		64
66	Saint Louis, Mo														429		66
67	Salem and Beverly, Mass														33		67
68	Saluria, Tex														684		68
70	Sandusky, Ohio								2,569,658	30,505							70
71	San Francisco, Cal			925	4,200							2,037	43,945	90,004	15,501		71
72	Savannah, Ga	525	16,026	11,483	113,588	26,265							260	33	56		72
73	Superior, Mich								1,454,879	36,870					1,104		73
74	Teche, La												7				74
75	Vermont, Vt						34,428	3,498	61,152	5,523					36,989		75
76	Waldoborough, Me								2,325	82		1,495					76
77	Willamette, Oreg												204		2		77
79	Wilmington, N. C					86,835							228	46	3		79
80	Wiscassett, Me			1,020	10,150												80
82	All other customs districts *a*											14	6,417	778	903		82
	Total	12,804	334,038	26,552	254,656	1,182,187	1,104,090	106,553	27,420,847	646,298	337,047	68,961	2,682,143	819,271	1,266,245		

a See Statement No. 4*a* for the imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.													
		Furs and fur-skins, undressed.	Hair, not elsewhere specified.	HIDES AND SKINS, OTHER THAN FUR-SKINS.		Household and personal effects, and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad.	India-rubber and gutta-percha, crude.		IVORY.				OILS, NOT ELSEWHERE SPECIFIED.		
				Goat-skins.	All other.				Animal.		Vegetable.		Fixed or expressed.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska					5									1
2	Aroostook, Me		93		21	16,314									2
3	Baltimore, Md		22,361	97,508	13,975	18,838	24,314	15,241					122	23	3
4	Bangor, Me	10,391	1,320		10,834	52,278									4
5	Barnstable, Mass														5
6	Bath, Me	206				9,342									6
7	Belfast, Me														7
8	Boston and Charlestown, Mass.	91,086	553,358	440,031	4,993,140	82,124	1,932,043	900,693					4,020,344	135,401	8
9	Brazos de Santiago, Tex		21,140	74,071	159,682	504									9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	40,889			71,218	102,071									11
12	Cape Vincent, N. Y	15,853			9,808	15,037									12
13	Champlain, N. Y	72,228	16		14,082	65,345									13
14	Charleston, S. C					2,354									14
15	Chicago, Ill	2,884	1,779	1,581	2,076	28,878							2	4	15
16	Cincinnati, Ohio	636	31			1,348							229	205	16
17	Corpus Christi, Tex		24,825	242,283	71,705	3,365									17
18	Cuyahoga, Ohio					2,528									18
19	Delaware, Del			24,874											19
20	Denver, Colo					218									20
21	Detroit, Mich	3,501	3,951		24,513	309,402									21
22	Duluth, Minn	20				11,378									22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex					2,318							375	42	25
26	Genesee, N. Y				36	9,326									26
27	Georgetown, D. C		2			4,756									27
28	Gloucester, Mass														28
29	Hartford, Conn														29
30	Huron, Mich	952	3,258		7,167	438,243									30

31	Indianapolis, Ind					2,193									31
32	Kansas City, Mo					495									32
33	Key West, Fla					3,626									33
34	Louisville, Ky					3,083							242	38	34
35	Marblehead, Mass														35
36	Memphis, Tenn					738									36
37	Miami, Ohio					357									37
38	Milwaukee, Wis	10	7			1,741							1,905	274	38
39	Minnesota, Minn	26,033	18		17,003	40,106									39
40	Mobile, Ala				10										40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven, Conn														43
44	New London, Conn														44
45	New Orleans, La			1,213	23,572	4,954	394,135	215,396					12,129	653	45
46	New York, N. Y	1,421,027	1,632,025	4,480,386	12,116,821	727,583	26,236,065	12,604,500	164,161	485,393	5,765,315	144,363	13,911,769	700,739	46
47	Niagara, N. Y	57,042	600		44,520	153,678									47
48	Norfolk and Portsmouth, Va					528									48
49	Oregon, Oreg					250									49
50	Oswegatchie, N. Y	285,717	1,667		73,212	33,118									50
51	Osewego, N. Y					2,574									51
52	Paso del Norte, Tex. and N. Mex.		82	72,542	68,859	1,530									52
53	Passamaquoddy, Me	2,252	53		16,826	36,141									53
54	Pearl River, Miss														54
55	Pensacola, Fla					17									55
56	Perth Amboy, N. J					485									56
57	Philadelphia, Pa	1,197	136,434	351,765	105,069	14,320	-60,647	20,002			11,200	300	192,031	10,279	57
58	Pittsburgh, Pa				2,841	287									58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me	2,161	1,194	2,011	1,114	83			41	72			129,630	2,619	60
61	Portsmouth, N. H					330									61
62	Providence, R. I				2,962										62
63	Puget Sound, Wash	243,344			620	20,922			75	38					63
64	Richmond, Va	31													64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo		13			5,709			7	5					66
68	Saluria, Tex			16,574	19,754										68
69	San Diego, Cal	370		76	1,066	1,926									69
70	Sandusky, Ohio	98													70
71	San Francisco, Cal	181,953			385,996	77,361									71
72	Savannah, Ga					156									72
73	Superior, Mich	24			290	25,902									73
74	Teche, La			43,213	8,205		2,242	951							74
75	Vermont, Vt	16,380	883		95,363	304,770									75
77	Willamette, Oreg				8,613	1,480									77
81	Yorktown, Va					1,050									81
82	All other customs districts *a*					534									82
	Total	2,476,285	2,405,110	5,848,128	18,370,973	2,643,999	28,649,446	13,756,783	164,284	485,508	5,776,515	144,663	18,268,778	850,277	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.												
		OILS, NOT ELSEWHERE SPECIFIED.		PAPER-STOCK, CRUDE.			Plaster of Paris, or sulphate of lime, unground.		Platinum, unmanufactured.		Plumbago.		Seeds, not medicinal, not elsewhere specified.	
		Volatile or essential.		Rags, other than woolen.		All other.								
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Cwts.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Aroostook, Me						433	453					5	2
3	Baltimore, Md	4,738	5,815			26,069	4,260	3,882					1,420	3
4	Bangor, Me					3,879	320	160			2,775	1,112		4
5	Barnstable, Mass													5
6	Bath, Me						550	275						6
7	Belfast, Me						260	130						7
8	Boston and Charlestown, Mass	29,676	20,933	34,854,788	609,530	719,458	2,210	2,114					22,365	8
9	Brazos de Santiago, Tex			59,300	467								137	9
10	Bridgeton, N. J													10
11	Buffalo Creek, N. Y	14,541	3,847			9,015							6,193	11
12	Cape Vincent, N. Y					1,998								12
13	Champlain, N. Y												392	13
14	Charleston, S. C					207								14
15	Chicago, Ill	6,410	7,226			4				4			18,572	15
16	Cincinnati, Ohio	1,927	1,727			558							816	16
17	Corpus Christi, Tex												72	17
18	Cuyahoga, Ohio					40	450	674					348	18
19	Delaware, Del						1,025	923						19
20	Denver, Colo												541	20
21	Detroit, Mich	775	785	29,000	563	4,775							35,638	21
22	Duluth, Minn													22
23	Erie, Pa													23
24	Fernandina, Fla													24
25	Galveston, Tex		38											25
26	Genesee, N. Y	604	6,671	21,300	300								15,314	26
27	Georgetown, D. C												69	27
28	Gloucester, Mass													28
29	Hartford, Conn												873	29
30	Huron, Mich	125	358			2,570							1,012	30

31	Indianapolis, Ind													31
32	Kansas City, Mo													32
33	Key West, Fla													33
34	Louisville, Ky												164	34
35	Marblehead, Mass	45	49											35
36	Memphis, Tenn													36
37	Miami, Ohio													37
38	Milwaukee, Wis	6	535											38
39	Minnesota, Minn	154	97										330	39
40	Mobile, Ala												1	40
41	Newark, N. J					63								41
42	New Bedford, Mass						16,320	16,320						42
43	New Haven, Conn													43
44	New London, Conn		38	6,525,867	79,655		426	386					156	44
45	New Orleans, La	2,658	2,204											45
46	New York, N. Y	1,423,580	822,743	67,772,670	1,217,565	1,339,100	84,967	104,365	3,279	373,230	165,288	328,658	75	46
47	Niagara, N. Y	816	2,786	3,005	143	1,748							421,561	47
48	Norfolk and Portsmouth, Va												522	48
49	Oregon, Oreg													49
50	Oswegatchie, N. Y			36,513	520	1,170							12	50
51	Oswego, N. Y					2,054								51
52	Paso del Norte, Tex. and N. Mex.												1	52
53	Passamaquoddy, Me					17,529	11,627	9,976						53
54	Pearl River, Miss													54
55	Pensacola, Fla			11,350	177	916								55
56	Perth Amboy, N. J													56
57	Philadelphia, Pa	5,511	7,092	5,031,216	101,007	225,379	9,378	8,485	584	65,282	17	82	38,083	57
58	Pittsburgh, Pa					26							543	58
59	Plymouth, Mass													59
60	Portland and Falmouth, Me			6,226,440	101,490	476	3,402	3,064					178	60
61	Portsmouth, N. H													61
62	Providence, R. I					6,287							34	62
63	Puget Sound, Wash												135	63
64	Richmond, Va					171	1,938	1,750					612	64
65	Saint Joseph, Mo													65
66	Saint Louis, Mo	475	2,001										8,511	66
67	Salem and Beverly, Mass						175	89						67
68	Saluria, Tex												2	68
69	San Diego, Cal					100								69
70	Sandusky, Ohio													70
71	San Francisco, Cal					11,269	1,446	1,921			941	1,769	21,050	71
72	Savannah, Ga													72
73	Superior, Mich			500	5	3								73
75	Vermont, Vt					50,682								75
76	Waldoborough, Me						155	111						76
77	Willamette, Oreg					3,630								77
82	All other customs districts *a*						7,591	7,414						82
	Total	1,492,041	884,945	120,571,949	2,111,422	2,429,176	146,933	162,492	3,863	438,516	169,021	331,621	595,737	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.													
		SILK, UNMANUFACTURED.							SPICES, UNGROUND.						
		Cocoons.		Eggs (silk-worms').	Raw, or as reeled from the cocoon.		Waste.		Nutmegs.		Pepper.		All other.		
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska														1
2	Aroostook, Me														2
3	Baltimore, Md								21,647	7,057	582,508	79,013	240,965	13,482	3
4	Bangor, Me														4
5	Barnstable, Me														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass						19,297	6,118	83,808	37,407	867,208	100,429	619,301	33,751	8
9	Brazos de Santiago, Tex										723	79			9
10	Bridgeton, N. Y														10
11	Buffalo Creek, N. Y														11
12	Cape Vincent, N. Y														12
13	Champlain, N. Y						1,083	1,083							13
14	Charleston, S. C														14
15	Chicago, Ill								1,650	753	24,048	3,488	32,940	1,147	15
16	Cincinnati, Ohio								8,708	3,580	169,591	25,316	19,914	2,977	16
17	Corpus Christi, Tex										40,044	5,850			17
18	Cuyahago, Ohio								4,545	2,016	20,454	2,896	4,816	264	18
19	Delaware, Del														19
20	Denver, Colo														20
21	Detroit, Mich								1,027	657	4,118	843			21
22	Duluth, Minn														22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex								703	274	11,438	1,830	5,963	330	25
26	Genesee, N. Y														26
27	Georgetown, D. C														27
28	Gloucester, Mass														28
29	Hartford, Conn														29
30	Huron, Mich														30
31	Indianapolis, Ind														31
32	Kansas City, Mo														32
33	Key West, Fla								1	1	18	4	294	32	33
34	Louisville, Ky														34
35	Marblehead, Mass														35
36	Memphis, Tenn														36

37	Miami, Ohio														37
38	Milwaukee, Wis										3,337	550			38
39	Minnesota, Minn														39
40	Mobile, Ala										18,856	2,010			40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven Conn														43
44	New London, Conn														44
45	New Orleans, La												80	8	45
46	New York, N. Y	540,192	407,517	77 800	1,396,784	6,372,983	746,988	514,518	1,070,985	447,014	10,488,733	1,449,980	14,036,340	815,967	46
47	Niagara, N. Y										1,682	487	206	58	47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y				9,350	34,186					1,103	178			50
51	Oswego, N. Y														51
52	Paso del Norte, Tex. and N. Mex.										581	60			52
53	Passamaquoddy, Me														53
54	Pearl River, Miss														54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa						120,557	21,204	36,522	16,124	493,558	71,412	421,588	38,112	57
58	Pittsburgh, Pa														58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me												1,879	64	60
61	Portsmouth, N. H														61
62	Providence, R. I														62
63	Puget Sound, Wash														63
64	Richmond, Va														64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo								4,384	1,746	124,203	17,532	66,298	8,910	66
67	Salem and Beverly, Mass														67
68	Saluria, Tex										3,520	362	30	5	68
69	San Diego, Cal														69
70	Sandusky, Ohio														70
71	San Francisco, Cal			3,835	3,193,440	12,280,076	400	400	54,579	22,662	399,438	57,290	318,767	38,645	71
72	Savannah, Ga														72
73	Superior, Mich														73
74	Teche, La														74
75	Vermont, Vt														75
76	Waldoborough, Me														76
77	Willamette, Oreg														77
78	Wilmington, Cal														78
79	Wilmington, N. C														79
80	Wiscasset, Me														80
81	Yorktown, Va														81
82	All other customs districts *a*														82
	Total	540,192	407,517	4,712	4,599,574	18,687,245	888,325	543,323	1,288,559	539,291	13,255,161	1,819,609	15,769,381	953,752	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.													
		Tea.		Tin, bars, blocks, or pigs, grain or granulated.		Wood, unmanufactured, not elsewhere specified.	ARTICLES ADMITTED FREE UNDER RECIPROCITY TREATY WITH HAWAIIAN ISLANDS.						All other free articles.	TOTAL FREE OF DUTY.	
							Rice.		Sugar and molasses.						
									Molasses.		Sugar, brown.				
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Galls.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska	272	74										6,171	6,253	1
2	Aroostook, Me	2,357	523			13,376							625	83,225	2
3	Baltimore, Md	12,366	3,376			3,861							28,238	5,306,865	3
4	Bangor, Me	1,378	272			23,556							10,699	463,284	4
5	Barnstable, Mass					1,794								90,890	5
6	Bath, Me					456								10,319	6
7	Balfast, Me					15,971								16,192	7
8	Boston and Charlestown, Mass	388,397	69,634	1,133,464	267,636	303,712							504,895	15,385,218	8
9	Brazos de Santiago, Tex					245							2,052	324,279	9
10	Bridgeton, N. J													51,810	10
11	Buffalo Creek, N. Y	26,801	4,976			118,304							72,012	1,386,720	11
12	Cape Vincent, N. Y					48,475							9,950	152,955	12
13	Champlain, N. Y	1,307	434			46,811							23,212	456,627	13
14	Charleston, S. C					38							6	478,481	14
15	Chicago, Ill	10,610,272	1,919,484	10	7	260,873							94,554	2,581,062	15
16	Cincinnati, Ohio					2							16,787	658,487	16
17	Corpus Christi, Tex												300,794	693,501	17
18	Cuyahoga, Ohio	30,260	9,699			28,523							1,758	68,276	18
19	Delaware, Del					2,859							121	28,777	19
20	Denver, Colo												406	10,529	20
21	Detroit, Mich	19,062	3,175			384,729							50,653	1,357,244	21
22	Duluth, Minn	1,093	344			11,603							10,400	71,104	22
23	Erie, Pa														23
25	Galveston, Tex												263	381,537	25
26	Genesee, N. Y					7,049							13,723	79,070	26
27	Georgetown, D. C					500							12,991	39,861	27
28	Gloucester, Mass					6,451								29,971	28
29	Hartford, Conn	17,692	2,929										161	59,419	29
30	Huron, Mich	1,752,608	264,871			74,903							10,822	1,739,889	30
31	Indianapolis, Ind												1,715	18,646	31
32	Kansas City, Mo	10 162	1,249										802	22,318	32
33	Key West, Fla					130							2,040	43,748	33

34	Louisville, Ky			4	2								3,064	428,333	34
35	Marblehead, Mass					1,608							3	1,922	35
36	Memphis, Tenn													10,168	36
37	Miami, Ohio	19,099	2,609										3,440	11,843	37
38	Milwaukee, Wis	34,215	5,814			4,660							9,831	37,344	38
39	Minnesota, Minn	2,932,771	495,357										12,878	969,002	39
40	Mobile, Ala					9							934	29,735	40
41	Newark, N. J					36								21,783	41
42	New Bedford, Mass												58	39,121	42
43	New Haven, Conn	40	12			972							323	85,562	43
44	New London, Conn					277								14,793	44
45	New Orleans, La	100	60	19,401	4,242	51,996							171,218	5,242,907	45
46	New York, N. Y	63,462,268	12,368,063	27,035,838	6,327,802	1,722,726							3,011,129	151,240,804	46
47	Niagara, N. Y	21,757	7,226			17,363							20,134	894,746	47
48	Norfolk and Portsmouth, Va													45,498	48
49	Oregon, Oreg													250	49
50	Oswegatchie, N. Y	1,979,282	338,363			14,755							9,779	1,050,827	50
51	Oswego, N. Y					30,718								38,768	51
52	Paso del Norte, Tex. and N. Mex					925							3,038,711	3,333,604	52
53	Passamaquoddy, Me	14,934	2,433			10,445							8,820	288,864	53
54	Pearl River, Miss					643								3,418	54
55	Pensacola, Fla					9							105	46,169	55
56	Perth Amboy, N. J													485	56
57	Philadelphia, Pa	34,701	6,068	15	9	21,971							322,879	5,997,325	57
58	Pittsburgh, Pa												5,570	89,832	58
60	Portland and Falmouth, Me	41,007	5,587			11,869							7,477	308,063	60
61	Portsmouth, N. H					27,526							8	28,957	61
62	Providence, R. I					10							307	106,267	62
63	Puget Sound, Wash	1,990	495										160	285,761	63
64	Richmond, Va												53	22,259	64
65	Saint Joseph, Mo	42,124	6,777										48	22,038	65
66	Saint Louis, Mo	2,500	278										78,664	411,284	66
67	Salem and Beverly, Mass					2,675								9,910	67
68	Saluria, Tex					1,082							56,410	111,799	68
69	San Diego, Cal					80							65	73,536	69
70	Sandusky, Ohio					14,033								45,250	70
71	San Francisco, Cal	7,945,412	1,178,761	1,456,779	327,998	41,998	9,213,700	381,860	113,574	14,712	218,290,835	9,255,351	232,334	28,201,507	71
72	Savannah, Ga												219	158,238	72
73	Superior, Mich	1,507	534			3,981							46	72,873	73
74	Teche, La												744	421,954	74
75	Vermont, Vt	169,842	34,931			150,698							163,824	1,599,117	75
76	Waldoborough, Me					59,388								62,188	76
77	Willamette, Oreg	253,640	37,391				50,000	2,125					6	56,355	77
79	Wilmington, N. C												186	87,617	79
80	Wiscasset, Me					345								10,495	80
81	Yorktown, Va	5	3											68,084	81
82	All other customs districts *a*					1,172							991	37,919	82
	Total	89,831,221	16,771,802	29,645,511	6,927,696	3,548,191	9,263,700	383,985	113,574	14,712	218,290,835	9,255,351	8,336,268	234,221,131	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		ANIMALS, NOT ELSEWHERE SPECIFIED.							Art-works, not elsewhere specified: Paintings in oil or water colors, and statuary.	Books, maps, engravings, etchings, and other printed matter, not elsewhere specified.	Brass, and manufactures of.	BREADSTUFFS.				
		Cattle.		Horses.		Sheep.		All other.				Barley.		Corn.		
		Number	*Dollars.*	*Number*	*Dollars.*	*Number.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bush.*	*Dolls.*	
1	Alaska, Alaska															1
2	Aroostook, Me	410	4,872	439	34,622	17,937	46,923	58	4	319						2
3	Baltimore, Md					1	5	40	2,513	12,778	1,441					3
4	Bangor, Me	713	7,799	975	95,198	18,080	38,047	198		83		49	24			4
5	Barnstable, Mass															5
6	Bath, Me	129	1,438	140	7,540	2,354	4,174									6
7	Belfast, Me															7
8	Boston and Charlestown, Mass	11	220	136	12,413			64	182,086	154,739	16,284					8
9	Brazos de Santiago, Tex	729	3,934	8,051	74,077			88		13				6,267	4,497	9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y	46,218	739,769	1,949	261,858	224,461	649,998	1,595	652	3,148	2,002	2,167,628	1,175,309			11
12	Cape Vincent, N. Y	337	5,402	285	28,052	7,212	16,517	69		91	5	187	87	120	84	12
13	Champlain, N. Y	1,279	10,436	3,319	339,490	17,181	41,333	421	2,964	1,579	13	398,365	218,940	69	45	13
14	Charleston, S. C							10		2	25					14
15	Chicago, Ill								47,665	57,091	237	4	9			15
16	Cincinnati, Ohio								641	28,026						16
17	Corpus Christi, Tex	919	4,588	3,831	26,829	1,468	1,075	10,133		20				8,079	4,112	17
18	Cuyahoga, Ohio			2	385			10	562	8,235	401					18
19	Delaware, Del										97					19
20	Denver, Colo								71	141	345					20
21	Detroit, Mich	1,740	10,438	834	104,770	842	1,564	1,184	1,367	6,061	842	144,109	73,437	22	10	21
22	Duluth, Minn	6	101	65	8,114					15	7					22
23	Erie, Pa											34,995	21,747			23
24	Fernandina, Fla															24
25	Galveston, Tex									38	71			96	48	25
26	Genesee, N. Y	94	1,703	290	34,235	6,138	15,615		8,850	428	44	535,715	329,334			26
27	Georgetown, D. C								7,233	109						27
28	Gloucester, Mass							12								28
29	Hartford, Conn								323	297	27					29
30	Huron, Mich	200	4,186	968	138,282	65	960	167	88	1,498		215,064	117,138	4	2	30

31	Indianapolis, Ind								794	413	46					31
32	Kansas City, Mo								111	269						32
33	Key West, Fla	20	285	100	2,570	58	85	723		40	7			119	90	33
34	Louisville, Ky								1,678	842	363					34
35	Marblehead, Mass															35
36	Memphis, Tenn								349							36
37	Miami, Ohio									11						37
38	Milwaukee, Wis								4,159	13,316	27					38
39	Minnesota, Minn	141	3,585	346	26,904	6	23	10,968	672	5,740	68	107	84			39
40	Mobile, Ala									29						40
41	Newark, N. J															41
42	New Bedford, Mass															42
43	New Haven, Conn								3	330	190					43
44	New London, Conn															44
45	New Orleans, La							85	835	10,420	1,559					45
46	New York, N. Y	6	412	177	8,175	2	68	13,081	1,914,125	2,248,137	349,746	848	709			46
47	Niagara, N. Y	327	8,195	1,391	189,368	5,807	16,268		75	7,044	908	2,087,619	1,139,604			47
48	Norfolk and Portsmouth, Va															48
49	Oregon, Oreg															49
50	Oswegatchie, N. Y	755	10,307	1,521	158,791	55,287	125,245	10	8	1,321	23	732,900	421,009	6	6	50
51	Oswego, N. Y	6	18	1	120	37	77	5				3,956,826	2,629,751			51
52	Paso del Norte, Tex. and N. Mex.	9,685	63,909	2,364	22,723	501	354	3,320	426	1,177		2,832	1,788	2,107	1,453	52
53	Passamaquoddy, Me	15	417	795	73,842	40	68	21		98						53
54	Pearl River, Miss															54
55	Pensacola, Fla							15		16						55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa			3	59			642	135,553	99,406	20,439					57
58	Pittsburgh, Pa								58	1,088						58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me	41	1,605	18	1,237				25	126	8					60
61	Portsmouth, N. H	27	384	12	1,350	4	4									61
62	Providence, R. I			1	25				154	545	250					62
63	Puget Sound, Wash	75	1,848	44	1,212	20	40	1,008	16	147	161					63
64	Richmond, Va										361					64
65	Saint Joseph, Mo									28	5					65
66	Saint Louis, Mo								9,438	19,807		4,788	2,839			66
68	Saluria, Tex	2,683	12,593	3,378	25,359	1,047	616	1,545				1	1	13,577	6,257	68
69	San Diego, Cal	552	10,770	104	2,412	403	267	351						4	4	69
70	Sandusky, Ohio			1	115			4						24	6	70
71	San Francisco, Cal							21	8,134	24,920	19,626					71
72	Savannah, Ga									15						72
73	Superior, Mich	102	2,014	203	20,762	123	369	91		19	18					73
75	Vermont, Vt	5,445	68,468	6,977	762,149	92,179	228,152	132	57	7,715	283	73,557	41,398	42	22	75
77	Willamette, Oreg							25	747	27	25					77
78	Wilmington, Cal							20		1						78
79	Wilmington, N. C							35		30						79
82	All other customs districts *a*			5	1,265											82
	Total	72,665	979,696	38,725	2,464,303	451,253	1,187,847	46,151	2,332,436	2,717,788	415,954	10,355,594	6,173,208	30,536	16,636	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		BREADSTUFFS.													
		Oats.		Oatmeal.		Rye.		Wheat.		Wheat flour.		All other breadstuffs, and preparations of, used as food, not elsewhere specified.	Bristles.		
		Bushels.	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska			22	1							33			1
2	Aroostook, Me	11,085	4,764					15	12	17	72	28			2
3	Baltimore, Md			10,960	446			4	4			162	6,457	3,316	3
4	Bangor, Me	139	55	2,340	59							118			4
5	Barnstable, Mass														5
6	Bath, Me	8,209	2,485	1,920	23					6	36				6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	6	2	159,753	5,815					500	1,562	5,665	17,633	26,843	8
9	Brazos de Santiago, Tex									3	22	56			9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y							218,595	171,923			22,103			11
12	Cape Vincent, N. Y					20	13			2	6	2,468			12
13	Champlain, N. Y	9,746	3,330	2,600	59			1,195	940			4,056			13
14	Charleston, S. C														14
15	Chicago, Ill	4	11	7,100	293	1	2	3	7			1,132	8,494	8,340	15
16	Cincinnati, Ohio														16
17	Corpus Christi, Tex									4	18				17
18	Cuyahoga, Ohio											8			18
19	Delaware, Del														19
20	Denver, Colo											89			20
21	Detroit, Mich	389	119	100	2			2,071	433	24	95	3,035			21
22	Duluth, Minn														22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex	25	20									3			25
26	Genesee, N. Y			100	3			2	2			36			26
27	Georgetown, D. C														27
28	Gloucester, Mass	200	60												28
29	Hartford, Conn														29
30	Huron, Mich	632	212	1,415	35	4	2	126	108	2	6	2,400			30

31	Indianapolis, Ind														31
32	Kansas City, Mo											159			32
33	Key West, Fla											302			33
34	Louisville, Ky											84			34
35	Marblehead, Mass														35
36	Memphis, Tenn														36
37	Miami, Ohio														37
38	Milwaukee, Wis														38
39	Minnesota, Minn	4,251	1,181					174	97	313	844	151			39
40	Mobile, Ala														40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven, Conn														43
44	New London, Conn														44
45	New Orleans, La			1,400	46							89			45
46	New York, N. Y	974	1,693	651,376	27,613			18	27			35,989	1,162,152	1,135,414	46
47	Niagara, N. Y	62	23	540	13			7,967	5,934			40,823			47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y	219	68	5,474	132			64	64	3	7	19,378			50
51	Oswego, N. Y					18,444	10,703	47,186	38,927	41	191				51
52	Paso del Norte, Tex. and N. Mex							233	213	5	22	668			52
53	Passamaquoddy, Me	4,443	1,523									1,149			53
54	Pearl River, Miss														54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	22	29	73,062	2,801							1,446	504	264	57
58	Pittsburgh, Pa											97			58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me	9,493	2,817	3,540	90					91	410	357			60
61	Portsmouth, N. H											53			61
62	Providence, R. I			5,800	176										62
63	Puget Sound, Wash	65	26												63
64	Richmond, Va														64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo														66
67	Salem and Beverly, Mass														67
68	Saluria, Tex							34	28		3	223			68
69	San Diego, Cal														69
70	Sandusky, Ohio														70
71	San Francisco, Cal	115	66					8	9			5,009	1,002	156	71
72	Savannah, Ga														72
73	Superior, Mich	152	65					41	33	1	4				73
75	Vermont, Vt	36,112	10,447	12,000	250			106	106			2,671			75
76	Waldoborough, Me									1	4				76
77	Willamette, Oreg											19			77
82	All other customs districts *a*	1,037	583												82
	Total	87,380	29,579	939,502	37,857	18,469	10,720	277,842	218,867	1,013	3,302	150,059	1,196,242	1,174,333	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		Brushes.	Buttons, except of brass, gilt, or silk, and button-molds, and button materials made in pattern or cut for buttons exclusively.	Cement.		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.									
						Coal-tar colors and dyes.	Glycerine.		Logwood and other dye-woods, extracts and dococtions of.		Opium.				
											Crude.		Prepared for smoking.		
		Dollars.	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska														1
2	Aroostook, Me			10	30										2
3	Baltimore, Md	11,591	937	17,901	18,228	1,444	500	164			85	262			3
4	Bangor, Me														4
5	Barnstable, Mass														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	39,347	88,458	26,334	26,477	74,087	8,934	1,507	269,778	16,175					8
9	Brazos de Santiago, Tex														9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	375	6,463												11
12	Cape Vincent, N. Y	2		2	4										12
13	Champlain, N. Y			1	2	937									13
14	Charleston, S. C			17,828	16,309										14
15	Chicago, Ill	16,824	98,221	3,940	3,630	37									15
16	Cincinnati, Ohio	3,994	18,931			120	415,296	36,061							16
17	Corpus Christi, Tex	5													17
18	Cuyahoga, Ohio	703					48,909	6,575							18
19	Delaware, Del														19
20	Denver, Colo														20
21	Detroit, Mich	1,193	1	270	552	3,679	25	9							21
22	Duluth, Minn		2												22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex		317	14,260	14,592										25
26	Genesee, N. Y	107	8,389												26
27	Georgetown, D. C	501													27
28	Gloucester, Mass														28

29	Hartford, Conn	410	4,655			12,081									29
30	Huron, Mich	2													30
31	Indianapolis, Ind	1,046	10												31
32	Kansas City, Mo	3,543	78												32
33	Key West, Fla														33
34	Louisville, Ky	2,641	110												34
35	Marblehead, Mass														35
36	Memphis, Tenn														36
37	Miami, Ohio	811													37
38	Milwaukee, Wis	141				282									38
39	Minnesota, Minn	1,071	412	5	16										39
40	Mobile, Ala														40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven, Conn														43
44	New London, Conn														44
45	New Orleans, La	5,548	3,233	49,763	49,104										45
46	New York, N. Y	393,098	3,225,857	639,099	658,192	1,432,326	11,565,868	979,345	2,905,276	198,402	355,348	764,341	17	75	46
47	Niagara, N. Y		17,481			144									47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y			2	5										50
51	Oswego, N. Y														51
52	Paso del Norte, Tex. and N. Mex			4	16										52
53	Passamaquoddy, Me					400									53
54	Pearl River, Miss														54
55	Pensacola, Fla			125	177										55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	25,202	266,065	70,868	76,677	14,221	86,925	10,244	154,171	14,268	116,954	267,373			57
58	Pittsburgh, Pa	38	31												58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me	3		4	14										60
61	Portsmouth, N. H														61
62	Providence, R. I	2,194	11,940				72	25	67,242	4,359					62
63	Puget Sound, Wash			2,056	2,280	2					993	5,040			63
64	Richmond, Va														64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo	21,972	301	34	57		504	165							66
67	Salem and Beverly, Mass														67
68	Saluria, Tex			10	8										68
69	San Diego, Cal														69
70	Sandusky, Ohio														70
71	San Francisco, Cal	15,583	15,614	211,533	214,703		638,039	60,512			94,883	295,749	66,215	583,386	71
72	Savannah, Ga			1,700	1,800										72
73	Superior, Mich	2													73
74	Teche, La														74
75	Vermont, Vt					307									75
77	Willamette, Oreg	569		22,195	23,945										77
81	Yorktown, Va			2,000	2,001										81
	Total	548,516	3,767,506	1,079,944	1,108,819	1,540,067	12,765,072	1,094,607	3,396,467	233,204	568,263	1,332,765	66,232	583,461	

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.													
		Potash, nitrate of, or saltpeter, crude.		Soda.								Sumac, ground.		All other.	
				Bicarbonate of.		Carbonate, including sal-soda and soda-ash.		Caustic.		All other salts of.					
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska									6	2				1
2	Aroostook, Me														2
3	Baltimore, Md			33,600	474	34,475,146	381,056	1,328,140	23,358	11,356,037	31,854	111,883	3,134	18,326	3
4	Bangor, Me													4,648	4
5	Barnstable, Mass														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	427,089	11,236	251,245	10,953	46,342,905	497,376	11,482,819	201,748	110	6	4,680,816	113,038	254,956	8
9	Brazos de Santiago, Tex													5	9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y							448,990	10,120	304,290	4,055			7,191	11
12	Cape Vincent, N. Y													32	12
13	Champlain, N. Y													1,445	13
14	Charleston, S. C													1	14
15	Chicago, Ill			56,000	793	3,830,078	36,380	10,212,006	206,124	673,323	1,906			26,059	15
16	Cincinnati, Ohio							64,484	1,011					1,747	16
17	Corpus Christi, Tex					8	1								17
18	Cuyahoga, Ohio													6,344	18
19	Delaware, Del														19
20	Denver, Colo													3	20
21	Detroit, Mich					10,000	133	10,526	296					2,148	21
22	Duluth, Minn													24	22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex													759	25
26	Genesee, N. Y									20,008	239			2,081	26
27	Georgetown, D. C													217	27
28	Gloucester, Mass														28
29	Hartford, Conn													711	29
30	Huron, Mich					120	6							572	30

31	Indianapolis, Ind							23,453	614					13	31
32	Kansas City, Mo	56,056	2,527											5,024	32
33	Key West, Fla													839	33
34	Louisville, Ky	7	1			9	2	10	4	4	2			782	34
35	Marblehead, Mass														35
36	Memphis, Tenn							75,899	1,686						36
37	Miami, Ohio														37
38	Milwaukee, Wis			11,200	159	446,709	5,459	981,330	18,674	1,008	7			1,875	38
39	Minnesota, Minn													59	39
40	Mobile, Ala														40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven, Conn													9	43
44	New London, Conn														44
45	New Orleans, La			238,671	4,726	714,094	7,082	1,624,547	32,720					12,955	45
46	New York, N. Y	9,785,011	273,196	1,436,461	24,345	125,310,346	1,345,045	45,282,464	856,440	2,252,144	7,752	5,322,558	127,306	2,472,421	46
47	Niagara, N. Y													2,028	47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y													30	50
51	Oswego, N. Y													6	51
52	Paso del Norte, Tex. and N. Mex													171	52
53	Passamaquoddy, Me					112	2							739	53
54	Pearl River, Miss														54
55	Pensacola, Fla														55
56	Perth Amboy, N. J					453,570	4,435								56
57	Philadelphia, Pa			100,910	1,432	65,362,779	631,811	10,074,752	210,682	741,419	2,040	5,830,082	139,828	433,393	57
58	Pittsburgh, Pa													744	58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me	10	2			450,676	5,178							860	60
61	Portsmouth, N. H														61
62	Providence, R. I											11,268	276	9,509	62
63	Puget Sound, Wash													60	63
64	Richmond, Va													197	64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo			39,200	505	4,505,739	46,700	1,416,737	28,609	124,536	946			33,841	66
67	Salem and Beverly, Mass														67
68	Saluria, Tex													102	68
69	San Diego, Cal														69
70	Sandusky, Ohio													12	70
71	San Francisco, Cal	45,693	1,325	316,450	4,482	3,559,950	28,475	1,444,041	27,004			159,638	4,817	80,899	71
73	Superior, Mich													5	73
75	Vermont, Vt											11,200	225	5,177	75
77	Willamette, Oreg			64,843	861	679,819	4,245	110,085	1,929	34,223	166			9,615	77
78	Wilmington, Cal							44,175	764					1,070	78
81	Yorktown, Va					1,562,408	16,235	65,000	1,090	232,664	728				81
82	All other customs districts *a*													22	82
	Total	10,313,866	288,287	2,548,580	48,730	287,704,468	3,009,621	84,689,458	1,622,873	15,739,772	49,703	16,127,445	388,624	3,399,726	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		Clays or earths of all kinds, including china-clay, or kaoline.		CLOCKS AND WATCHES, AND PARTS OF.		Coal, bituminous.		COPPER, AND MANUFACTURES OF.					Corsets.	COTTON, MANUFACTURES OF.		
				Clocks, and parts of.	Watches, and parts of, and watch materials and movements.			Ore (fine copper contained therein).		Pigs, bars, ingots, old, and other unmanufactured.		All other manufactures of.		Cloths. Not bleached, dyed, colored, stained, painted, or printed.		
		Tons.	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Sq. yards.*	*Dollars.*	
1	Alaska, Alaska					2,016	8,465							320	20	1
2	Aroostook, Me					7	80							57	3	2
3	Baltimore, Md	685	3,522	2,009	1,776	185	341						213	45,938	5,048	3
4	Bangor, Me					714	1,999							86	10	4
5	Barnstable, Mass															5
6	Bath, Me					88	71									6
7	Belfast, Me															7
8	Boston and Charlestown, Mass	3,709	28,024	57,328	19,728	21,484	46,375			1,690	105	27,737	814	9,151	584	8
9	Brazos de Santiago, Tex															9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y			700	1,462	18	55							3,754	331	11
12	Cape Vincent, N. Y			6		5	25					7				12
13	Champlain, N. Y	3	57	122	50	1	3						2			13
14	Charleston, S. C			29		612	1,223									14
15	Chicago, Ill			6,466	18,306							176	77			15
16	Cincinnati, Ohio			4,654	377								4,944			16
17	Corpus Christi, Tex											17				17
18	Cuyahoga, Ohio			650										19,056	1,710	18
19	Delaware, Del													4,800	338	19
20	Denver, Colo			54												20
21	Detroit, Mich	1	4	3,763	1,089					58	8	23	1	7,579	670	21
22	Duluth, Minn			3												22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex			291		6,824	16,207							498	49	25
26	Genesee, N. Y			305												26
27	Georgetown, D. C			1,721	538											27
28	Gloucester, Mass															28
29	Hartford, Conn			797										4,459	206	29
30	Huron, Mich			10	89											30

31	Indianapolis, Ind			24												31
32	Kansas City, Mo															32
33	Key West, Fla															33
34	Louisville, Ky			302	423							78		924	89	34
35	Marblehead, Mass					1,851	1,080									35
36	Memphis, Tenn			501												36
37	Miami, Ohio															37
38	Milwaukee, Wis			572	5							5		439	30	38
39	Minnesota, Minn			232	680									14,937	1,220	39
40	Mobile, Ala				7	7	14					254				40
41	Newark, N. J					705	705									41
42	New Bedford, Mass			11												42
43	New Haven, Conn			1,200	126	425	220									43
44	New London, Conn															44
45	New Orleans, La	118	2,344	1,002		458	1,128	69,724	5,640	293	17	602	365	24,542	1,353	45
46	New York, N. Y	26,768	202,972	245,343	1,411,776	27,258	133,010	312,614	20,676	27,200	1,670	83,304	1,039,818	1,483,528	93,711	46
47	Niagara, N. Y	1	30	125												47
48	Norfolk and Portsmouth, Va					392	689									48
49	Oregon, Oreg					4,855	13,651									49
50	Oswegatchie, N. Y			5				772,113	17,706			89				50
51	Oswego, N. Y															51
52	Paso del Norte, Tex. and N. Mex				195					5,665	272	25				52
53	Passamaquoddy, Me					237	247									53
54	Pearl River, Miss															54
55	Pensacola, Fla					185	417									55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	6,555	50,440	37,521	41,211	5,753	29,524			45,324	2,854	374	65	1,377,133	193,792	57
58	Pittsburgh, Pa			474												58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me					13,715	21,777	394	100			16		84	4	60
61	Portsmouth, N. H					1,148	666									61
62	Providence, R. I			491		417	792					3,228		3,099	287	62
63	Puget Sound, Wash	5	30	8		230	927					16				63
64	Richmond, Va									320	26					64
66	Saint Louis, Mo			3,475	5,368							17		21,312	2,181	66
67	Salem and Beverly, Mass					8,147	5,009									67
68	Saluria, Tex					1,480	4,786									68
69	San Diego, Cal					31,530	97,054									69
70	Sandusky, Ohio															70
71	San Francisco, Cal	153	1,072	7,821		616,398	1,889,634			600	20	1,010	16,997			71
72	Savannah, Ga					1,621	3,312									72
73	Superior, Mich				9	1	5					4				73
75	Vermont, Vt	2	15	148		6,287	25,125	3,064,337	170,523	23,917	1,190					75
77	Willamette, Oreg	7	61	4		23,370	62,534									77
78	Wilmington, Cal					118,540	336,391									78
79	Wilmington, N. C					360	904									79
82	All other customs districts *a*				25	9,310	10,997			6,874	258					82
	Total	38,007	288,571	378,167	1,503,240	906,634	2,715,442	4,219,182	214,645	111,941	6,420	116,982	1,063,2963	,021,696	301,636	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		COTTON, MANUFACTURES OF.								EARTHEN, STONE, AND CHINA WARE.			FANCY ARTICLES.		
		Cloths.		Clothing, ready-made, and other wearing-apparel, not including knit goods.	Embroideries, laces, insertings, trimmings, and lace window-curtains.	Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting machines or frames, or knit by hand.	Thread (not on spools), yarn, warps, or warp-yarn.		All other.	China, porcelain, parian, and bisque, earthen, stone, and crockery ware.		All other.	Beads (except amber) and bead ornaments.	Dolls and other toys.	
		Bleached, dyed, colored, stained, painted, or printed.								Not decorated or ornamented.	Decorated or ornamented.				
		Sq. yards.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska	1,104	151								48				1
2	Aroostook, Me	122	19									593			2
3	Baltimore, Md	69,428	7,611	1,389	36,853	98,548	54	65	4,595	111,055	148,403	92,063	6,158	135,494	3
4	Bangor, Me	40	5						26		52	12		9	4
5	Barnstable, Mass														5
6	Bath, Me										165				6
7	Belfast, Me														7
8	Boston and Charlestown, Mass.	1,836,198	279,974	15,077	247,635	596,290	316,023	136,106	251,091	5,445	459,850	229,148	11,460	174,557	8
9	Brazos de Santiago, Tex	26	5	12	8				151	235	2			5	9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	40,841	3,945		37,306	18,074	60	36	8,048	48,388	92,562	80	855	1,679	11
12	Cape Vincent, N. Y								43	4	37	5			12
13	Champlain, N. Y	3	2	11	2				170		44	69	436	55	13
14	Charleston, S. C			56	55	15			30	1,954	207				14
15	Chicago, Ill	2,193,290	216,314	863	467,059	616,964	16,446	10,696	281,412	3,544	176,008	152,538	41,707	41,215	15
16	Cincinnati, Ohio	446,415	53,950	12,556	117,275	69,964	124	202	41,126	18,072	23,154	1,697	1,780	16,209	16
17	Corpus Christi, Tex	976	105	24	31	104			94	171	122			52	17
18	Cuyahoga, Ohio	66,036	6,492	3,515	28,005	32,061	315	227	5,361	21,978	19,146	37	917	92	18
19	Delaware, Del									30	8			13	19
20	Denver, Colo			4	124	1,894			12	1,797					20
21	Detroit, Mich	32,226	2,327		4,075	6,711	221	124	8,564	2,883	9,544	1,834	145	64	21
22	Duluth, Minn			216	7				34		1		4		22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex	36,160	3,076	483	2,264	259			3,050	1,818	2,774	2,476	391	111	25
26	Genesee, N. Y	30,922	2,157	3,720	28,781	26,349			14,156	6	1,250		6,036	657	26

27	Georgetown, D. C	806	157	125	108	365			143	1,110	3,455	4,321	966	329	27
28	Gloucester, Mass														28
29	Hartford, Conn	22,729	2,299	533	7,740	15,273	22	18	3,821	110	1,052		1,658	1,542	29
30	Huron, Mich				11				583	3,869	5,139		7	801	30
31	Indianapolis, Ind	3,106	294		997	248			331	60,806	21,474			17,167	31
32	Kansas City, Mo	43,618	4,248		10,400	2,195			257	38,665	11,148	65	163		32
33	Key West, Fla	153	22		4				32	598	6	278	10		33
34	Louisville, Ky	28,340	2,835	1,953	9,266	12,632	33	14	1,072	21,787	8,321	51	656	2,654	34
35	Marblehead, Mass														35
36	Memphis, Tenn					13,311			2,441	2,305	339	687			36
37	Miami, Ohio				1,610	1,320			1,306	1,353	191				37
38	Milwaukee, Wis	1,138	135	25	5,347	2,398			2,626	6,445	9,188	4,022	393	21,235	38
39	Minnesota, Minn	90,904	7,329		11,616	6,099			4,704	5,353	1,022	775	311	614	39
40	Mobile, Ala														40
41	Newark, N. J														41
42	New Bedford, Mass				83					56					42
43	New Haven, Conn	335	81		10				5		1,272		281		43
44	New London, Conn														44
45	New Orleans, La	134,658	8,583	3,630	54,892	27,622	371	195	53,226	68,835	37,011	10,016	1,336	8,373	45
46	New York, N. Y	18,825,431	2,323,947	365,410	8,811,843	4,706,250	1,506,396	748,632	5,818,207	311,752	2,209,712	424,249	1,743,972	1,057,830	46
47	Niagara, N. Y	55	7						231		132	736			47
48	Norfolk and Portsmouth, Va				24										48
50	Oswegatchie, N. Y	24	4	6	4				4	12	17	31			50
52	Paso del Norte, Tex. and N. Mex			6	2	6	42	15	297		755	18		193	52
53	Passamaquoddy, Me								94	24		1,247			53
54	Pearl River, Miss											188			54
55	Pensacola, Fla											398			55
57	Philadelphia, Pa	502,177	53,384	122	367,768	430,259	43,052	19,736	187,148	131,386	197,933	29,292	28,049	99,009	57
58	Pittsburgh, Pa	977	181	46	22,967	6,257			2,927	1,542	2,070	72	48	3,372	58
60	Portland and Falmouth, Me			101	950	3			27	10,289	1,303			1	60
62	Providence, R. I	71,166	8,978		32,617	26,319	10,012	2,946	8,877	936	5,513		7,223	1,753	62
63	Puget Sound, Wash	269	43	47	29				300	88	130	229			63
64	Richmond, Va								31						64
65	Saint Joseph, Mo				3,703				1,095	27,848	14,464	138	24		65
66	Saint Louis, Mo	234,534	26,456	4,038	65,112	68,831	240	264	21,970	91,350	30,560	1,453	1,567	2,688	66
68	Saluria, Tex								3			37		345	68
69	San Diego, Cal	22	2		3					1				18	69
71	San Francisco, Cal	213,526	18,766	22,346	87,251	123,463	1,172	549	140,236		116,495	103,085	1,686	68,912	71
72	Savannah, Ga										10			468	72
73	Superior, Mich	5	4	42					29	6		8			73
74	Teche, La										22				74
75	Vermont, Vt				279	14			63		43	28	18	12	75
77	Willamette, Oreg	644	58		2,957	6			146	21,173	7,949	1,165		1,358	77
78	Wilmington, Cal									1,701					78
79	Wilmington, N. C									1,327	37				79
81	Yorktown, Va									1,493	1,967	2,079			81
82	All other customs districts *a*						215	169	1,049						82
	Total	24,928,404	3,033,946	436,356	10,467,071	6,910,104	1,894,798	919,994	6,871,244	1,029,600	3,622,107	1,065,220	1,858,257	1,658,886	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		FANCY ARTICLES.						FISH, NOT ELSEWHERE SPECIFIED.							
		Fans, except palm-leaf.	Feathers, ornamental, natural.	Feathers and flowers, artificial.	Perfumeries, cosmetics, and all toilet preparations.	Pipes of all kinds, and smokers' articles.	All other.	Anchovies and sardines, packed in oil or otherwise.	Cod, haddock, hake, and pollock, dried, smoked, or pickled.		Herring.				
											Dried or smoked.		Pickled or salted.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Barrels.*	*Dollars.*	
1	Alaska, Alaska					3					510	25	6	63	1
2	Aroostook, Me								1,460	41	1,188	29	6	30	2
3	Baltimore, Md	760		501	14	662	10,313	163	2,240	67	166,586	9,305	1,952	10,498	3
4	Bangor, Me						1		2,660	60	757,436	13,362	161	521	4
5	Barnstable, Mass										175	8			5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	12,893	10,129	14,234	31,449	17,897	26,135	46,620	5,572,687	151,040	879,816	14,794	15,207	60,003	8
9	Brazos de Santiago, Tex			3			6	15							9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	213			4	6	1,655						2,209	9,012	11
12	Cape Vincent, N. Y						59	328							12
13	Champlain, N. Y	103	10			3	64						23	121	13
14	Charleston, S. C														14
15	Chicago, Ill	20,025	13,887	1,635	31,485	6,967	14,569	6,266	140,103	5,013			20,788	101,667	15
16	Cincinnati, Ohio	1,439		438	329	1,370	5,114						79	252	16
17	Corpus Christi, Tex	29			2	1	4								17
18	Cuyahoga, Ohio			2,300	198	330	265								18
19	Delaware, Del				3		9								19
20	Denver, Colo		19			63	328								20
21	Detroit, Mich	478	6	3	103	173	1,291						63	382	21
22	Duluth, Minn						7								22
23	Erie, Penn														23
24	Fernandina, Fla														24
25	Galveston, Tex	34	133			2	457	1,986	64	2			68	724	25
26	Genesee, N. Y	1,227		320	176	86	1,270	241							26
27	Georgetown, D. C	235		29	12	112	298								27
28	Gloucester, Mass								267,227	2,442	332,160	5,260	512	2,560	28
29	Hartford, Conn	1,399	50	706		4	212								29
30	Huron, Mich					6	5		1,675	89	35,921	1,012	2,046	6,473	30
31	Indianapolis, Ind					253	138								31

32	Kansas City, Mo						322								32
33	Key West, Fla				354	21	235	1,185	39,083	2,943	30	4			33
34	Louisville, Ky	26		45	58	109	334	487							34
35	Marblehead, Mass												1	2	35
36	Memphis, Tenn	719													36
37	Miami, Ohio					55	78								37
38	Milwaukee, Wis	18		1,054	362	897	2,175	61	15,800	502			3,025	15,989	38
39	Minnesota, Minn	563		60	607	113	668	392	2,205	107			1,349	7,739	39
40	Mobile, Ala		2												40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven, Conn	43				2	130	277							43
44	New London, Conn				3,282										44
45	New Orleans, La	860	235	2,916	6,395	8,702	3,308	37,679	36,087	2,001					45
46	New York, N. Y	404,801	1,666,586	378,746	272,485	134,017	362,374	580,122	6,160,660	195,507	656,394	10,982	56,606	520,618	46
47	Niagara, N. Y	30				45	1,993	700			900	23			47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y		5			1	2						10	65	50
51	Oswego, N. Y						20								51
52	Paso del Norte, Tex. and N. Mex	11	329	614	162	5	233								52
53	Passamaquoddy, Me						12		854,234	15,503	2,732,113	33,702	701	1,585	53
54	Pearl River, Miss														54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	21,162	1,101	2,648	7,248	4,563	36,045	8,613							57
58	Pittsburgh, Pa														58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me					1,024			1,275,153	26,230	19,400	381			60
61	Portsmouth, N. H								325	12	100	2			61
62	Providence, R. I	987	412		173	56	528								62
63	Puget Sound, Wash			4		7									63
64	Richmond, Va		421				49				1,628	61			64
65	Saint Joseph, Mo	257													65
66	Saint Louis, Mo	1	11	283	14,091	739	4,817	9,221			17,000	333	2,164	7,938	66
67	Salem and Beverly, Mass								400	12	468	11			67
68	Saluria, Tex						7								68
69	San Diego, Cal					1									69
71	San Francisco, Cal	21,989	161	1,019	15,118	8,232	14,818	106,519							71
72	Savannah, Ga						2								72
73	Superior, Mich					1									73
75	Vermont, Vt					24	302	306	337,194	5,481	6,050	158	409	1,239	75
76	Waldoborough, Me								5,118	78					76
77	Willamette, Oreg		1		1,252	1,044	84								77
79	Wilmington, N. C						12								79
81	Yorktown, Va										4	1			81
82	All other customs districts *a*						61						1	4	82
	Total	490,302	1,693,498	407,558	385,362	187,596	490,809	801,181	14,714,375	407,130	5,607,879	89,453	107,386	747,485	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		FISH, NOT ELSEWHERE SPECIFIED.					FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.									
							Unmanufactured.									
		Mackerel, pickled.		Salmon, pickled.		All other.	Flax.		Hemp, and all substitutes for hemp.		Jute.		Sisal grass, and other vegetable substances.			
		Barrels.	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*		
1	Alaska, Alaska					12									1	
2	Aroostook, Me	2	13			6									2	
3	Baltimore, Md	51	182	67	1,024	186									3	
4	Bangor, Me	532	5,006	50	500	8,536									4	
5	Barnstable, Mass														5	
6	Bath, Me														6	
7	Belfast, Me														7	
8	Boston and Charlestown, Mass	56,248	473,337	1,456	21,174	62,917	3,612	980,401	4,987	681,072	8,711	274,992	6,539	704,854	8	
9	Brazos de Santiago, Tex														9	
10	Bridgeton, N. J														10	
11	Buffalo Creek, N. Y					9,077	1,379	243,875							11	
12	Cape Vincent, N. Y					209									12	
13	Champlain, N. Y					329									13	
14	Charleston, S. C														14	
15	Chicago, Ill	3,230	27,282			22,657									15	
16	Cincinnati, Ohio	216	1,482												16	
17	Corpus Christi, Tex														17	
18	Cuyahoga, Ohio					97									18	
19	Delaware, Del														19	
20	Denver, Colo														20	
21	Detroit, Mich	3	42			34,287	12	2,457							21	
22	Duluth, Minn					874									22	
23	Erie, Pa														23	
24	Fernandina, Fla														24	
25	Galveston, Tex					981									25	
26	Genesee, N. Y					3									26	
27	Georgetown, D. C														27	
28	Gloucester, Mass	753	8,522												28	
29	Hartford, Conn														29	
30	Huron, Mich	484	4,195			13,501	21	4,596		9					30	
31	Indianapolis, Ind														31	

32	Kansas City, Mo														32
33	Key West, Fla					1,053									33
34	Louisville, Ky														34
35	Marblehead, Mass	2	8												35
36	Memphis, Tenn														36
37	Miama, Ohio					30									37
38	Milwaukee, Wis					105	4	824							38
39	Minnesota, Minn					26,311									39
40	Mobile, Ala														40
41	Newark, N. J					8									41
42	New Bedford, Mass												190	21,000	42
43	New Haven, Conn														43
44	New London, Conn														44
45	New Orleans, La					946							373	42,026	45
46	New York, N. Y	13,670	96,765	3,004	44,358	32,168	1,842	642,878	24,931	3,005,098	73,043	2,115,765	28,592	2,874,255	46
47	Niagara, N. Y					5	193	32,706							47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y	3	19	1	6										50
51	Oswego, N. Y					178									51
52	Paso del Norte, Tex. and N. Mex.														52
53	Passamaquoddy, Me	3,128	18,747	1	20	10,409									53
54	Pearl River, Miss												202	27,331	54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	100	1,000			1,349			1,261	163,335					57
58	Pittsburgh, Pa														58
59	Plymouth, Mass												459	63,535	59
60	Portland and Falmouth, Me	46	467			194									60
61	Portsmouth, N. H														61
62	Providence, R. I														62
63	Puget Sound, Wash			1	4	114									63
64	Richmond, Va														64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo	667	3,290			1,241									66
67	Salem and Beverly, Mass										3,162	106,814			67
68	Saluria, Tex														68
69	San Diego, Cal														69
70	Sandusky, Ohio					8,061									70
71	San Francisco, Cal					75,842			1,560	192,008	3,598	118,557			71
72	Savannah, Ga														72
73	Superior, Mich					1,125									73
74	Teche, La														74
75	Vermont, Vt	37	185	127	1,912	3,425	77	14,445							75
76	Waldoborough, Me					36									76
77	Willamette, Oreg					53									77
82	All other customs districts *a*					694									82
	Total	79,172	640,542	4,707	68,998	317,019	7,140	1,922,182	32,739	4,041,522	88,514	2,616,128	36,355	3,733,001	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.									FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.				
		Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value.													
		Bags and bagging, and like manufactures.	Burlaps (except for bagging for cotton.)	Brown or bleached linens, ducks, canvas, paddings, cotbottoms, diapers, crash, huckabacks, handkerchiefs, and lawns.	Cables and cordage.		Thread, twine, and packthread.	Yarns.		All other.	Figs.		Lemons.	Oranges.	
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska														1
2	Aroostook, Me			4											2
3	Baltimore, Md	7,928	200,184	52,975	3,554	297	9			21,918			22,526	64,635	3
4	Bangor, Me									1					4
5	Barnstable, Mass														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	12,897	600,272	614,677	188,903	16,930	141,275	1,783,897	93,768	65,106	1,424,344	82,794	400,631	361,543	8
9	Brazos de Santiago, Tex	20		15						5	25	1	6	177	9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y									34,957					11
12	Cape Vincent, N. Y						25			24					12
13	Champlain, N. Y									25			46	41	13
14	Charleston, S. C	711												1,969	14
15	Chicago, Ill	1,803	172,792	835,870			9,645			71,527	136,370	7,589	28,682	1,435	15
16	Cincinnati, Ohio	33		152,652			1,163			18,191	250	10			16
17	Corpus Christi, Tex	646		19	43	7	2			322	488	32		2,330	17
18	Cuyahoga, Ohio			62,039	331,405	24,540	30			7,720					18
19	Delaware, Del			186											19
20	Denver, Colo			1,538						154					20
21	Detroit, Mich			5,432			158			6,569			4		21
22	Duluth, Minn				435	18				178					22
23	Erie, Pa														23
24	Fernandina, Fla														24

25	Galveston, Tex	63		1,546						510				1,790	25
26	Genesee, N. Y			24,102						3,900					26
27	Georgetown, D. C			653											27
28	Gloucester, Mass														28
29	Hartford, Conn			24,507			72			7,520					29
30	Huron, Mich	75					1,323			40					30
31	Indianapolis, Ind			9,669											31
32	Kansas City, Mo			38,774						216					32
33	Key West, Fla			38	225	23	17			10	25	3	187	7,046	33
34	Louisville, Ky			10,432						8,496					34
35	Marblehead, Mass														35
36	Memphis, Tenn			6,293											36
37	Miami, Ohio			595						110					37
38	Milwaukee, Wis	254		8,235	277	67				3,437					38
39	Minnesota, Minn	161	83,013	19,353			1,922			226					39
40	Mobile, Ala									6			4	365	40
41	Newark, N. J														41
42	New Bedford, Mass			182						615				18	42
43	New Haven, Conn			34						9					43
44	New London, Conn														44
45	New Orleans, La	39,710	69,815	35,444			1,193			2,861	399	46	241,265	153,084	45
46	New York, N. Y	190,570	2,256,022	10,650,911	392,272	40,416	461,918	11,412,798	614,856	1,735,037	6,823,214	373,204	2,869,914	1,524,921	46
47	Niagara, N. Y		148							398					47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y			9									7	27	50
52	Paso del Norte, Tex. and N. Mex.			10	4,438	894				148	415	20	1	16,533	52
54	Pearl River, Miss									336					54
55	Pensacola, Fla	379													55
57	Philadelphia, Pa	2,550	417,258	594,673	2,328	137	11,700	1,536,059	77,564	21,060	324,371	22,892	270,556	252,957	57
58	Pittsburgh, Pa			8,793	625	49	319			459					58
60	Portland and Falmouth, Me	73	1,726	6	883	95				10			20	940	60
62	Providence, R. I			56,665			1,454			4,457					62
63	Puget Sound, Wash		565	5						190					63
64	Richmond, Va			1,334											64
65	Saint Joseph, Mo			2,730											65
66	Saint Louis, Mo			88,016						6,242	7,280	556	1,133		66
68	Saluria, Tex	1									1,080	43			68
69	San Diego, Cal			6						1					69
71	San Francisco, Cal	736,780	24,785	1,229	564	43	6,136			265,998	330	39	154	12,367	71
72	Savannah, Ga	2,192												1,475	72
73	Superior, Mich				285	34	169			225					73
74	Teche, La													295	74
75	Vermont, Vt			605			34			27	5,992	373			75
77	Willamette, Oreg	424		53						1,326					77
79	Wilmington, N. C													2,015	79
82	All other customs districts *a*												11	2,177	82
	Total	997,270	3,826,580	13,310,309	926,237	83,550	638,564	14,732,754	786,188	2,290,567	8,724,583	487,602	3,835,147	2,408,140	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.									Furs, dressed on the skin, and manufactures of fur.	GLASS AND GLASSWARE.			
		Prunes.		Raisins.		Preserved fruits.	All other fruits.	Nuts.				Bottles, vials, demijohns, carboys, and jars, empty or filled.	Cylinder, crown, and common window-glass, unpolished.		
								Almonds.		All other.					
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska											1			1
2	Aroostook, Me												150	8	2
3	Baltimore, Md	56,445	3,257			43	10,607	11,791	1,734	86	1,043	14,674	601	67	3
4	Bangor, Me					5					35	2			4
5	Barnstable, Mass														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	869,596	46,581	2,570,602	180,270	8,887	106,315	30,700	6,547	27,398	158,166	52,828	16,652,849	310,932	8
9	Brazos de Santiago, Tex			20	2	2				153		14			9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y			43,627	2,211	255	145			393	391	77			11
12	Cape Vincent, N. Y										12	10			12
13	Champlain, N. Y			6	1	5					6,186	128	31	4	13
14	Charleston, S. C			60	3	6				1,975		2,052			14
15	Chicago, Ill	44,262	2,754	54,212	4,287	861	10,949			1,046	46,308	14,045	101,643	5,293	15
16	Cincinnati, Ohio			6,600	563		31,996				10,650	2,462	32,220	652	16
17	Corpus Christi, Tex					58	52			280	135				17
18	Cuyahoga, Ohio	259	17	28	1	7					6,780	337			18
19	Delaware, Del														19
20	Denver, Colo											3			20
21	Detroit, Mich					474	239			307	45,629	1,166	27,535	1,767	21
22	Duluth, Minn					4					65				22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex					139						5,389			25
26	Genesee, N. Y					5					1,265	10	47,212	5,596	26
27	Georgetown, D. C														27
28	Gloucester, Mass														28
29	Hartford, Conn					3		682	89		804	15			29
30	Huron, Mich					73				1	237	52			30

31	Indianapolis, Ind														31
32	Kansas City, Mo														32
33	Key West, Fla			124	21	4,280	130	2,295	293	11	6	124			33
34	Louisville, Ky					33					1	497	334	145	34
35	Marblehead, Mass														35
36	Memphis, Tenn											61			36
37	Miami, Ohio														37
38	Milwaukee, Wis					479	33				16,943	12,553	23,315	1,160	38
39	Minnesota, Minn					12	4				23,869	42	81	9	39
40	Mobile, Ala					3	1					112			40
41	Newark, N. J														41
42	New Bedford, Mass														42
43	New Haven, Conn					28						20			43
44	New London, Conn														44
45	New Orleans, La	31,255	2,247	98,882	7,556	15,166	6,570	110	16	1,031	88	42,916	378,793	8,304	45
46	New York, N. Y	88,002,986	2,778,756	36,482,517	2,019,152	678,342	1,501,648	5,284,946	568,782	612,178	4,364,604	429,979	35,042,906	859,651	46
47	Niagara, N. Y					883				200	55	167	260	11	47
48	Norfolk and Portsmouth, Va														48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y										105	33			50
51	Oswego, N. Y						2								51
52	Paso del Norte, Tex. and N. Mex.					200	4,108			31		137			52
53	Passamaquoddy, Me					54	20								53
54	Pearl River, Miss														54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	2,828,104	155,549	1,400,790	67,133	12,290	72,205	95,777	14,012	23,603	77,124	34,138	1,870,627	47,018	57
58	Pittsburgh, Pa					33					1,186				58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me						56				15	468			60
61	Portsmouth, N. H														61
62	Providence, R. I					143					2,650	1,985			62
63	Puget Sound, Wash					33	1			5	45	12			63
64	Richmond, Va										723	228			64
66	Saint Louis, Mo	142,107	4,824	15,400	760	1,685	3,615	17,283	1,628	1,528		80,116	1,916,780	61,632	66
67	Salem and Beverly, Mass														67
68	Saluria, Tex						71			272		1			68
69	San Diego, Cal					10	37			5					69
71	San Francisco, Cal	54,765	5,563			23,694	50,425	38,779	4,375	11,975	41,817	39,433	6,151,744	114,574	71
72	Savannah, Ga					6						386			72
73	Superior, Mich	2,846	100									25	150	9	73
74	Teche, La						187								74
75	Vermont, Vt									400	2,397	95	12,825	299	75
76	Waldoborough, Me						2								76
77	Willamette, Oreg					283						2,442	95,360	3,028	77
79	Wilmington, N. C						25								79
82	All other customs districts *a*			420	21	9	19					5			82
	Total	92,032,625	2,999,648	40,673,288	2,281,981	748,493	1,799,462	5,482,363	597,476	682,878	4,809,334	739,240	62,355,416	1,420,159	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.															
		GLASS AND GLASSWARE.											Hair, not elsewhere specified, and manufactures of.	Hats, bonnets, and hoods, and materials for.	Hay.		
		Cylinder and crown glass, polished.				Plate glass.						All other.					
		Unsilvered.		Silvered.		Fluted, rolled, or rough.		Unsilvered.		Silvered.							
		Sq. feet.	*Dolls.*	*Sq. ft.*	*Dolls.*	*Sq. feet.*	*Dolls.*	*Sq. feet.*	*Dollars.*	*Sq. feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	
1	Alaska, Alaska																1
2	Aroostook, Me														197	1,781	2
3	Baltimore, Md									17,911	10,059	22,796	1,267	5,059			3
4	Bangor, Me														777	8,099	4
5	Barnstable, Mass																5
6	Bath, Me														37	497	6
7	Belfast, Me																7
8	Boston and Charlestown, Mass	35,491	11,327	1,713	708	232,953	13,609	496,904	149,028	380,481	142,402	160,531	8,558	118,336	20	196	8
9	Brazos de Santiago, Tex												2	262	59	451	9
10	Bridgeton, N. J																10
11	Buffalo Creek, N. Y											19,811		1,801	1,114	9,031	11
12	Cape Vincent, N. Y											20		4	740	5,682	12
13	Champlain, N. Y											639	2	24	5,224	52,065	13
14	Charleston, S. C											96					14
15	Chicago, Ill	70,482	21,288	1,250	554	54,943	2,161	209,220	74,192			28,066	2,202	10,108			15
16	Cincinnati, Ohio									1,406	649	5,673	1,576	7,513			16
17	Corpus Christi, Tex												15	264			17
18	Cuyahoga, Ohio					2,507	136			36	26	1,962					18
19	Delaware, Del											17					19
20	Denver, Colo											1,310		569			20
21	Detroit, Mich							86,120	20,370			4,481	10	3,950	82	895	21
22	Duluth, Minn											11					22
23	Erie, Pa																23
24	Fernandina, Fla																24
25	Galveston, Tex											40		476			25
26	Genesee, N. Y	201	28									1,272	16	51	38	400	26
27	Georgetown, D. C									36	79	2,004					27
28	Gloucester, Mass																28
29	Hartford, Conn											797		308			29
30	Huron, Mich											2			6	44	30
31	Indianapolis, Ind									45	7	506					31
32	Kansas City, Mo											44					32

33	Key West, Fla											16		201			33
34	Louisville, Ky											233		293			34
35	Marblehead, Mass																35
36	Memphis, Tenn											207		816			36
37	Miami, Ohio											330					37
38	Milwaukee, Wis	27	13			13,032	712	14,203	4,367	8,122	2,625	5,849	24	142			38
39	Minnesota, Minn					17,983	978					794	5	515	27	135	39
40	Mobile, Ala																40
41	Newark, N. J																41
42	New Bedford, Mass																42
43	New Haven, Conn									9	9	522		26			43
44	New London, Conn																44
45	New Orleans, La					8	1	1,034	341	721	420	6,787	134	1,744			45
46	New York, N. Y	162,099	52,616			1,760,103	67,008	3,019,152	901,455	4,139,100	1,477,900	1,707,490	179,445	4,264,547	1	7	46
47	Niagara, N. Y							8	6			147			879	8,174	47
48	Norfolk and Portsmouth, Va											36					48
49	Oregon, Oreg																49
50	Oswegatchie, N. Y											69	81	7	354	3,547	50
51	Oswego, N. Y																51
52	Paso del Norte, Tex. and N. Mex											50	8	2,697	43	664	52
53	Passamaquoddy, Me														165	1,729	53
54	Pearl River, Miss																54
55	Pensacola, Fla																55
56	Perth Amboy, N. J																56
57	Philadelphia, Pa	1,257	228			31,827	1,380	77,046	20,278	15,260	4,059	95,514	15,969	389,551			57
58	Pittsburgh, Pa											952	406	567			58
59	Plymouth, Mass																59
60	Portland and Falmouth, Me											63			298	3,878	60
61	Portsmouth, N. H														12	120	61
62	Providence, R. I											2,368		155			62
63	Puget Sound, Wash											62		73	2	30	63
64	Richmond, Va													10			64
65	Saint Joseph, Mo																65
66	Saint Louis, Mo					43,845	1,640	5,355	1,579			8,781	902	177			66
67	Salem and Beverly, Mass																67
68	Saluria Tex											7		69	5	77	68
69	San Diego, Cal														5	66	69
70	Sandusky, Ohio																70
71	San Francisco, Cal					68,308	3,274	58,834	19,518	17,725	8,909	63,209	1,373	8,400			71
72	Savannah, Ga											17		4			72
73	Superior, Mich											2			8	99	73
74	Teche, La																74
75	Vermont, Vt									24	10	48		364	68,275	692,727	75
76	Waldoborough, Me																76
77	Willamette, Oreg											916	51				77
78	Wilmington, Cal																78
82	All other customs districts *a*													3			82
	Total	269,557	85,500	2,963	1,262	2,225,509	90,899	3,967,876	1,191,134	4,580,876	1,647,154	2,144,547	212,046	4,819,086	78,368	790,394	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		Hops.		India-rubber and gutta-percha, manufactures of.	IRON AND STEEL, AND MANUFACTURES OF.										
					Ore, iron.		Pig-iron.		Scrap, fit only to be remanufactured.				Bar-iron, rolled or hammered.		
									Iron, wrought and cast.		Steel.				
		Pounds.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska			96											1
2	Aroostook, Me								1	23			1,560	43	2
3	Baltimore, Md	126,257	30,852	4,942	394,497	694,925	50,366	730,807	5,136	74,775	5,186	61,348	184,303	2,911	3
4	Bangor, Me			60	15	6					19	189			4
5	Barnstable, Mass														5
6	Bath, Me														6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	37,491	7,138	40,756	2	331	48,874	574,692	728	9,724	6	171	27,433,638	452,771	8
9	Brazos de Santiago, Tex														9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	30,574	6,667	67			10	207	276	2,676	317	4,134			11
12	Cape Vincent, N. Y									6					12
13	Champlain, N. Y			49	38	114	14	243		2			394	4	13
14	Charleston, S. C									13					14
15	Chicago, Ill	442,227	116,835	3,190	1,035	3,219	754	7,870	994	15,721			159,691	2,696	15
16	Cincinnati, Ohio	836,195	204,131	1,457					5	94					16
17	Corpus Christi, Tex			7											17
18	Cuyahoga, Ohio	35,767	8,586	72	17,250	51,274			12	114	216	2,670			18
19	Delaware, Del														19
20	Denver, Colo	35,590	7,914	335											20
21	Detroit, Mich	83,921	11,908	151					2,193	35,596	4,459	74,715			21
22	Duluth, Minn			7					3	38					22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex	22,774	3,391				820	10,107		24			336	5	25
26	Genesee, N. Y	4,206	1,429	40											26
27	Georgetown, D. C	3,399	898												27
28	Gloucester, Mass														28
29	Hartford, Conn														29
30	Huron, Mich			25					1,110	18,847	28	498	30	1	30

31	Indianapolis, Ind	66,696	19,198	27											31
32	Kansas City, Mo	2,165	486												32
33	Key West, Fla			1											33
34	Louisville, Ky														34
35	Marblehead, Mass														35
36	Memphis, Tenn														36
37	Miami, Ohio														37
38	Milwaukee, Wis	389,358	85,649												38
39	Minnesota, Minn			183											39
40	Mobile, Ala								1	10					40
41	Newark, N. J														41
42	New Bedford, Mass				1,950	7,469									42
43	New Haven, Conn														43
44	New London, Conn														44
45	New Orleans, La	116,142	25,721	18			9,962	175,397	94	774	143	1,170	425,624	4,796	45
46	New York, N. Y	15,073,669	2,573,504	191,256	54,895	127,249	234,354	3,936,231	129,647	1,929,982	12,789	171,038	39,626,529	773,496	46
47	Niagara, N. Y								5	90					47
48	Norfolk and Portsmouth, Va								23	230					48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y	1,149	249	34	107	660							907	20	50
51	Oswego, N. Y														51
52	Paso del Norte, Tex. and N. Mex			2					27	356					52
53	Passamaquoddy, Me						4	76	199	2,672					53
54	Pearl River, Miss								27	367					54
55	Pensacola, Fla								322	2,616					55
56	Perth Amboy, N. J				40,441	107,127	4,428	121,876	1,486	22,944	1,000	11,680			56
57	Philadelphia, Pa	334,293	76,776	17,774	622,352	1,100,984	58,101	811,019	69,670	998,461	1,023	11,895	2,718,258	54,437	57
58	Pittsburgh, Pa	9,607	1,735	44	4,020	6,530	126	6,436	4,909	74,765	826	9,936	1,455,412	26,829	58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me			32			300	3,814	307	3,593			35,302	483	60
61	Portsmouth, N. H														61
62	Providence, R. I			45					849	11,102			42,007	1,563	62
63	Puget Sound, Wash				5,001	10,002	1,020	10,942					750	45	63
64	Richmond, Va								5,373	81,378					64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo	805,825	202,041	1,240		9	177	8,458	2,000	29,199					66
67	Salem and Beverly, Mass														67
68	Saluria, Tex														68
69	San Diego, Cal			15											69
71	San Francisco, Cal	71,576	16,906	1,876	171	8,458	8,670	98,265	20,019	197,308			1,951,076	36,979	71
72	Savannah, Ga	701	105												72
73	Superior, Mich								5	54			3,675	69	73
75	Vermont, Vt			2,154			13	181	323	6,206			698	17	75
77	Willamette, Oreg	8,467	2,550	76			327	3,781					31,970	593	77
78	Wilmington, Cal						100	1,132							78
81	Yorktown, Va						499	27,261							81
82	All other customs districts *a*								11	61					82
	Total	18,538,049	3,404,669	266,031	1,141,774	2,118,357	418,919	6,528,795	245,755	3,519,821	26,012	349,444	74,072,160	1,357,758	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		IRON AND STEEL, AND MANUFACTURES OF.														
		Bars, railway.				Cotton ties, or hoops for baling purposes, of iron or steel.		Hoop, band, and scroll iron.		Hoops, bands, strips, sheets, and plates, of steel.		Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified.		Sheet, plate, and taggers' iron.		
		Of iron.		Of steel or in part of steel.												
		Tons.	*Dolls.*	*Tons.*	*Dolls.*	*Pounds.*	*Dolls.*	*Pounds.*	*Dolls.*	*Pounds.*	*Dolls.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dolls.*	
1	Alaska, Alaska															1
2	Aroostook, Me	12	206											82	7	2
3	Baltimore, Md					1,344,000	15,960					60,179,566	456,600	91,326	2,210	3
4	Bangor, Me															4
5	Barnstable, Mass															5
6	Bath, Me															6
7	Belfast, Me															7
8	Boston and Charlestown, Mass			1,501	25,924					6,217,565	103,244	117,455,223	1,325,520	1,963,221	91,879	8
9	Brazos de Santiago, Tex															9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y															11
12	Cape Vincent, N. Y															12
13	Champlain, N. Y													15,804	312	13
14	Charleston, S. C					2,129,425	27,156									14
15	Chicago, Ill									26,172	4,025	410,746	8,507	342,526	10,627	15
16	Cincinnati, Ohio									27,333	2,458	32,476	2,535			16
17	Corpus Christi, Tex									692	40					17
18	Cuyahoga, Ohio											7,019,702	59,002			18
19	Delaware, Del													18,613	340	19
20	Denver, Colo															20
21	Detroit, Mich									377,502	6,971			2,552	102	21
22	Duluth, Minn															22
23	Erie, Pa															23
24	Fernandina, Fla			1,000	23,896											24
25	Galveston, Tex			144	3,499	7,377,509	91,631									25
26	Genesee, N. Y															26
27	Georgetown, D. C															27
28	Gloucester, Mass															28
29	Hartford, Conn															29
30	Huron, Mich							56	2					78,400	1,929	30

31	Indianapolis, Ind											1,102,805	7,608			31
32	Kansas City, Mo															32
33	Key West, Fla															33
34	Louisville, Ky											44,415	268			34
35	Marblehead, Mass															35
36	Memphis, Tenn															36
37	Miami, Ohio															37
38	Milwaukee, Wis													261,186	5,755	38
39	Minnesota, Minn			26,757	470,139											39
40	Mobile, Ala											2,706,116	20,577			40
41	Newark, N. J															41
42	New Bedford, Mass															42
43	New Haven, Conn									2,466	333	2,341	149			43
44	New London, Conn															44
45	New Orleans, La			43,919	890,800	13,936,553	172,437			123,954	8,377	17,443,670	136,225	1,000	200	45
46	New York, N. Y			1,649	29,689	1,233,154	14,763	51,432	724	21,078,801	342,067	236,416,174	2,278,650	9,842,219	376,031	46
47	Niagara, N. Y															47
48	Norfolk and Portsmouth, Va															48
49	Oregon, Oreg															49
50	Oswegatchie, N. Y											30,135	487	1,559	43	50
51	Oswego, N. Y															51
52	Paso del Norte, Tex. and N. Mex															52
53	Passamaquoddy, Me															53
54	Pearl River, Miss															54
55	Pensacola, Fla															55
56	Perth Amboy, N. J											9,156,048	69,431			56
57	Philadelphia, Pa									5,537,261	82,155	119,980,222	901,927	2,067,100	47,154	57
58	Pittsburgh, Pa											28,805,387	215,996			58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me			1,655	36,393							184,037	2,949	127,428	3,295	60
61	Portsmouth, N. H															61
62	Providence, R. I									26,112	2,293	166,797	14,029	96,988	3,209	62
63	Puget Sound, Wash	5	135													63
64	Richmond, Va															64
65	Saint Joseph, Mo															65
66	Saint Louis, Mo					2,217,600	26,628			1,693,714	19,762	8,911,715	78,825			66
67	Salem and Beverly, Mass															67
68	Saluria, Tex															68
69	San Diego, Cal															69
70	Sandusky, Ohio															70
71	San Francisco, Cal			401	7,494					77,259	2,081	25,292,325	206,096	155,026	3,064	71
72	Savannah, Ga															72
73	Superior, Mich											460	28	2,500	125	73
74	Teche, La															74
75	Vermont, Vt							100	2	25	1	329	25	6,200	280	75
76	Waldoborough, Me															76
77	Willamette, Oreg															77
81	Yorktown, Va											4,037,710	31,134			81
	Total	17	341	77,026	1,487,834	28,238,241	348,575	51,588	728	35,188,856	573,807	639,378,399	5,816,568	15,073,730	546,562	

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		IRON AND STEEL, AND MANUFACTURES OF.														
		Tin-plates, terne-plates, or taggers' tin.		Wire rods (rivet, screw, nail, and fence), round, in coils and loops, of iron or steel.		Wire, and wire rope and strand, iron or steel.		Manufactures of, not elsewhere specified.								
								Anvils, axles, and forgings, of iron or steel.		Chains, of iron or steel.		Cutlery.	Files, file-blanks rasps, and floats.	Fire-arms.	Machin-ery.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dolls.*	*Dollars.*	*Dolls*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1,488		1
2	Aroostook, Me					30	5	2,089	107	1,550	60				992	2
3	Baltimore, Md	79,813,338	2,314,180	8,996,194	102,119	7,781	4,327	9,406	422	11,583	587	31,346	45	30,020	4,539	3
4	Bangor, Me													6	185	4
5	Barnstable, Mass															5
6	Bath, Me														4,000	6
7	Belfast, Me															7
8	Boston and Charlestown, Mass	25,597,643	819,574	28,424,287	522,169	1,093,135	183,727	113,778	6,723	58,579	2,508	26,496	800	34,997	1,048,868	8
9	Brazos de Santiago, Tex													10		9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y	1,783,377	51,731									80			1,652	11
12	Cape Vincent, N. Y															12
13	Champlain, N. Y	510	23			795	23			40	2	22				13
14	Charleston, S. C					5	3									14
15	Chicago, Ill	28,432,955	834,273			183,967	20,107	256,352	15,745	749	69	20,088	2,772	61,581	26,094	15
16	Cincinnati, Ohio	1,364,384	38,961			709	435	10,072	619			4,084	508	9,494	3,609	16
17	Corpus Christi, Tex														360	17
18	Cuyahoga, Ohio	442,918	12,146	1,612	621	143,996	12,703	25,731	1,614	8,896	888	1,185	212	1,433	3,276	18
19	Delaware, Del							10,490	853	40,347	2,038	203			6,529	19
20	Denver, Colo											156		609		20
21	Detroit, Mich	860,897	23,797			2,137	119	5,077	331	46	2	279		918	5,159	21
22	Duluth, Minn							715	18			4				22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex	442,507	12,034											170	3,697	25
26	Genesee, N. Y											35			370	26
27	Georgetown, D. C							15	5			171	34	194		27
28	Gloucester, Mass															28
29	Hartford, Conn											23		88		29
30	Huron, Mich	5,943,994	215,929			266	26					13		13	5,627	30

31	Indianapolis, Ind	584,283	17,793									763			10	31
32	Kansas City, Mo	6,547,474	184,621													32
33	Key West, Fla					6	1	50	2			6	3			33
34	Louisville, Ky	588,295	15,966					11,683	736			6,648	52	4,646		34
35	Marblehead, Mass															35
36	Memphis, Tenn	53,900	1,832													36
37	Miami, Ohio	606,280	15,540									584		1,884		37
38	Milwaukee, Wis	3,526,179	109,622					10,079	597			1,904			734	38
39	Minnesota, Minn	597,525	16,886					400	42			2,017	30	9,607	10	39
40	Mobile, Ala											4		10		40
41	Newark, N. J															41
42	New Bedford, Mass															42
43	New Haven, Conn							10,876	1,357							43
44	New London, Conn															44
45	New Orleans, La	5,815,526	183,973	2,743,709	30,255	724	118	443,353	15,554	3,830	126	11,000		7,817	8,271	45
46	New York, N. Y	238,873,901	6,956,612	247,706,414	3,063,375	2,276,188	213,101	712,202	43,000	1,233,050	67,406	1,600,690	58,279	648,813	552,627	46
47	Niagara, N. Y					10	1			66	8				269	47
48	Norfolk and Portsmouth, Va															48
49	Oregon Oreg	7,526,029	217,055													49
50	Oswegatchie, N, Y	400	20			330	12	1,426	78	256	13			8		50
51	Oswego, N. Y															51
52	Paso del Norte, Tex. and N. Mex											69		24	76	52
53	Passamaquoddy, Me	10,800	344			185	8			1,212	46					53
54	Pearl River, Miss															54
55	Pensacola, Fla									5,787	174					55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	110,792,243	3,252,597	5,717,540	62,654	296,102	39,294	378,312	18,067	111,340	5,146	60,155	589	37,713	214,621	57
58	Pittsburgh, Pa	2,449,904	83,385	17,681,535	176,298			8,000	280			78		544	4,559	58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me	8,818,450	299,631			10,790	398	2,253	106	8,362	359	39	13			60
61	Portsmouth, N. H															61
62	Providence, R. I	296,938	10,122			4,231	1,174					22	3,003		19,213	62
63	Puget Sound, Wash							1,830	120					176		63
64	Richmond, Va											8		19		64
65	Saint Joseph, Mo	873,621	25,611									449				65
66	Saint Louis, Mo	9,182,131	271,362	8,858,990	05,240	466,135	25,551	280,504	17,333	25,373	1,252	87,566	1,760	84,601	5,494	66
67	Salem and Beverly, Mass															67
68	Saluria, Tex															68
69	San Diego, Cal											4				69
70	Sandusky, Ohio															70
71	San Francisco, Cal	26,595,846	798,504	2,408,629	24,134	385,455	18,861	46,798	2,952	94,040	3,575	23,968	211	22,074	3,233	71
72	Savannah, Ga															72
73	Superior, Mich							595	26	20	1	1		15	300	73
74	Teche, La															74
75	Vermont, Vt	3,733	181					34,292	1,694	1,735	85					75
76	Waldoborough, Me															76
77	Willamette, Oreg	2,079,602	59,954					17,243	1,102	437	15	2,384				77
81	Yorktown, Va	1,714,814	66,631													81
	Total	572,220,397	16,910,890	322,538,910	4,076,865	4,872,977	519,994	2,393,622	129,483	1,607,298	84,360	1,882,544	68,311	958,972	1,924,374	

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		IRON AND STEEL, AND MANUFACTURES OF.		JEWELRY, MANUFACTURES OF GOLD AND SILVER AND PRECIOUS STONES.		Lead, and manufactures of.	LEATHER, AND MANUFACTURES OF.						Malt, barley.		
		Manufactures of, not elsewhere specified.		Jewelry, and manufactures of gold and silver.	Precious stones not elsewhere speciced, and imitations of, not set.		Bend, belting, and all sole-leather.	Calf-skins, tanned or tanned and dressed.	Skins for morocco.	Upper leather of all other kinds, dressed, and skins dressed and finished.	Gloves, kid and leather.	All other manufactures of.			
		Needles.	All other.												
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Bush.*	*Dolls.*	
1	Alaska, Alaska		48									5			1
2	Aroostook, Me		1,140				11	6		4		366			2
3	Baltimore, Md	93	12,635	15,444	16	1,979			760	6,322	517	4,075			3
4	Bangor, Me		4,062	16								76			4
5	Barnstable, Mass														5
6	Bath, Me		8								6	8			6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	4,122	330,155	31,647	234,091	37,322	38,835	646	1,450,199	113,489	218,224	101,972			8
9	Brazos de Santiago, Tex		93				98	121		7		49			9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y		5,652		10,968					1,606		558	132,214	95,754	11
12	Cape Vincent, N. Y	443	277	47				8				68			12
13	Champlain, N. Y	3	1,682	28	58,549	18	13			22	41	809			13
14	Charleston, S. C		257								1	92			14
15	Chicago, Ill	28,382	24,675	12,297	123,443	28				7,233	200,992	6,606			15
16	Cincinnati, Ohio	549	30,089	14,205	126,333					112	15,361	1,472			16
17	Corpus Christi, Tex		21	1	351	73,865		38		62	6	345			17
18	Cuyahoga, Ohio		7,514	2,746								364			18
19	Delaware, Del		56	10							69	84			19
20	Denver, Colo		19	1,053	23	1,219				437		34			20
21	Detroit, Mich	14	9,659	7,065	1,635	9				30,574	55	1,271			21
22	Duluth, Minn		431								33	648			22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex		37,940	244								359			25
26	Genesee, N. Y		40							33		1,793			26
27	Georgetown, D. C		5,619	559	34						32	42			27

28	Gloucester, Mass														28
29	Hartford, Conn	171	9,796							100	546	244			29
30	Huron, Mich		4,601	21		18				65		2,742	2,043	1,532	30
31	Indianapolis, Ind		1,045	10	5							266			31
32	Kansas City, Mo										4	257			32
33	Key West, Fla	1	352	41				5		4		387			33
34	Louisville, Ky	119	331	6						168	38	313			34
35	Marblehead, Mass														35
36	Memphis, Tenn														36
37	Miami, Ohio		86												37
38	Milwaukee, Wis		1,598	1,403		265				759		5,561			38
39	Minnesota, Minn		4,043	202	46	1,452	2	4,793	40	29	273	2,451			39
40	Mobile, Ala														40
41	Newark, N. J														41
42	New Bedford, Mass										11				42
43	New Haven, Conn			140					491	3,870		667			43
44	New London, Conn														44
45	New Orleans, La	22	16,228	2,649		270,497				1,268	2,360	2,212			45
46	New York, N. Y	248,711	1,008,165	726,260	9,683,680	216,958	2,809	1,473,120	814,404	2,152,965	3,690,298	353,855	3,657	3,773	46
47	Niagara, N. Y		26,206	2,732	3,799	23	320		390	2,694		1,596	55,119	40,235	47
48	Norfolk and Portsmouth, Va										14	8			48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y		1,315	35		2	8			2,892	24	4,473			50
51	Oswego, N. Y		10												51
52	Paso del Norte, Tex. and N. Mex		1,053	844	1,125	26,430			45	55	7	846			52
53	Passamaquoddy, Me		1,389		751							45			53
54	Pearl River, Miss														54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	7,161	119,640	19,700	285,007	66,787	9,296	8,819	135,201	143,228	14,822	25,562	100	146	57
58	Pittsburgh, Pa		1		31,355	10						19			58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me		5,063				1,870					127			60
61	Portsmouth, N. H											5			61
62	Providence, R. I	599	5,392	162	2,164					11,163	7	901			62
63	Puget Sound, Wash		207	53								230			63
64	Richmond, Va		123												64
65	Saint Joseph, Mo														65
66	Saint Louis, Mo	23,168	31,320	1,321	24,846					9,915	107	3,647			66
67	Salem and Beverly, Mass														67
68	Saluria, Tex		37			413				104		36			68
69	San Diego, Cal									2		5			69
70	Sandusky, Ohio														70
71	San Francisco, Cal	2,665	79,680	5,654	19,292	1,987	985	14,961		98	15,248	60,554			71
72	Savannah, Ga			5								10			72
73	Superior, Mich		254	58	44					75		374			73
74	Teche, La														74
75	Vermont, Vt		9,875							1,989	16	2,660	16,827	11,923	75
77	Willamette, Oreg		1,033	42						37		9			77
	Total	316,223	1,800,915	846,700	10,557,557	699,282	54,247	1,502,517	2,401,530	2,491,381	4,159,112	591,158	209,960	153,363	

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		MALT LIQUORS.				MARBLE AND STONE, AND MANUFACTURES OF.		METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED.		Mineral substances, not elsewhere specified.	Musical instruments, and parts of.	OILS, NOT ELSEWHERE SPECIFIED.				
		In bottles or jugs.		Not in bottles or jugs.		Marble and manufactures of, not elsewhere specified.	Stone and manufactures of, including slate.	Bronze manufactures.	All other.			Animal.				
												Whale and fish.		Other.		
		Gallons.	Dollars.	Gallons.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Gallons.	Dollars.	Gallons.	Dollars.	
1	Alaska, Alaska															1
2	Aroostook, Me						26		2							2
3	Baltimore, Md	21,203	18,257	1,980	988	96,706	2,825	6,476	21,423	864	53,910	1,001	518			3
4	Bangor, Me						426		622			1,882	508			4
5	Barnstable, Mass															5
6	Bath, Me								2		4					6
7	Belfast, Me															7
8	Boston and Charlestown, Mass	234,150	170,081	90,472	33,048	69,554	69,635	21,017	46,962	420	76,128	7,754	2,159	7,032	1,393	8
9	Brazos de Santiago, Tex	2	1			43	73		1		10					9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y	3	2	523	156	94	677		5,621		1,121	960	640			11
12	Cape Vincent, N. Y	16	9				40			3						12
13	Champlain, N. Y	780	949	71	31	110	50	5	122	1,190	85			329	145	13
14	Charleston, S. C	7,208	5,796								4,726					14
15	Chicago, Ill	48,664	43,541	8,504	2,756	510	10,144	14,894	123,650	1,689	187,988	1,370	730	730	244	15
16	Cincinnati, Ohio	1,686	1,692			197	7,008	688	13,283		59,746					16
17	Corpus Christi, Tex						85				13					17
18	Cuyahoga, Ohio	1,505	1,084			1,889	2	186	1,794	84	9,940					18
19	Delaware, Del								5,207							19
20	Denver, Colo							801	67	4,311	452					20
21	Detroit, Mich	5,073	4,292	356	161	333	495	1,928	5,311	21,170	2,390			200	82	21
22	Duluth, Minn	4	9	64	22				83							22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex	21,698	18,514			157	123	15	197		422					25
26	Genesee, N. Y	12	4				291	188	880		436					26
27	Georgetown, D. C							2,130	2,137		1,209			1	9	27
28	Gloucester, Mass															28
29	Hartford, Conn						69	48	1,190	28	67					29

30	Huron, Mich	46	63	30	8		13		1,799	482	1,676					30
31	Indianapolis, Ind					2,594			1,128		11,979					31
32	Kansas City, Mo					17			1,057		1,818					32
33	Key West, Fla					22	76		24		150					33
34	Louisville, Ky	2,709	2,249			3,752	1,330	216	887		441					34
35	Marblehead, Mass						744									35
36	Memphis, Tenn										917					36
37	Miami, Ohio							2,006	19	416	478					37
38	Milwaukee, Wis	714	657				280	324	2,013		7,481					38
39	Minnesota, Minn					154	114	268	1,115		12,433			45	30	39
40	Mobile, Ala	675	661				113									40
41	Newark, N. J						363									41
42	New Bedford, Mass															42
43	New Haven, Conn					33	3,961	970	3							43
44	New London, Conn															44
45	New Orleans, La	84,611	74,672	550	146	17,589	1,879	732	12,517	707	18,043	8	14			45
46	New York, N. Y	465,436	411,778	1,158,690	357,421	308,748	274,655	765,928	1,669,672	151,141	1,006,236	115,992	62,306	11	187	46
47	Niagara, N. Y	6	2				770	150	335		7,876					47
48	Norfolk and Portsmouth, Va															48
49	Oregon, Oreg															49
50	Oswegatchie, N. Y	27	16			6	55	174			148					50
51	Oswego, N. Y	18	5								300					51
52	Paso del Norte, Tex. and N. Mex	159	142			529	39		1,073		625					52
53	Passamaquoddy, Me	42	28				12,052		3,404		10	7,561	1,547			53
54	Pearl River, Miss															54
55	Pensacola, Fla					232	293									55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	17,099	15,608	173	58	50,535	14,357	3,884	219,039	13,963	55,096	3,543	2,096			57
58	Pittsburgh, Pa			760	186	25	113	1,763	5,650	187	2,539					58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me	2,685	2,296				2,257		42			45	12			60
61	Portsmouth, N. H															61
62	Providence, R. I	13,101	9,998	36	9	58	210	17	4,169		297					62
63	Puget Sound, Wash	318	285				20		19		140	29,051	7,567			63
64	Richmond, Va	1,404	1,285				288									64
66	Saint Louis, Mo	5,452	4,269	3,295	3,827	176	134	1,529	53,018	7	5,710					66
68	Saluria, Tex						3		11		6					68
69	San Diego, Cal								27	411						69
71	San Francisco, Cal	63,614	50,444	10,850	4,263	9,984	9,287	741	41,132	263	43,646					71
72	Savannah, Ga	1,761	1,489				293		42		662					72
73	Superior, Mich	108	40	128	35				8	2						73
74	Teche, La					4										74
75	Vermont, Vt	970	697	31	14		1,123		535			111	56	3,497	1,297	75
76	Waldoborough, Me						10									76
77	Willamette, Oreg	12,541	11,055				1,263		453		41	5,000	1,500			77
79	Wilmington, N. C						679									79
82	All other customs districts *a*	82	65													82
	Total	1,015,582	852,035	1,276,513	403,129	564,051	418,743	827,078	2,247,745	197,338	1,577,395	174,278	79,653	11,845	3,387	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		OILS, NOT ELSEWHERE SPECIFIED.								Paints and colors.	Paper, and manufactures of.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.				
		Mineral.		Vegetable.								Meat products.		Dairy products.		
				Fixed or expressed.				Volatile or essential.				Meats, prepared, of all kinds, and meat extracts.	All other.	Butter.		
				Olive.		Other.										
		Gallons.	Dollars.	Gallons.	Dollars.	Gallons.	Dollars.	Pounds.	Dollars	Dollars.	Dollars.	Dollars.	Dollars.	Pounds.	Dollars.	
1	Alaska, Alaska	10	4									107	1,161	20	6	1
2	Aroostook, Me									10			970	122	22	2
3	Baltimore, Md			3,899	3,819	3	18	150	231	3,068	43,958	71	79	85	19	3
4	Bangor, Me										2	2	20,580	11,254	1,881	4
5	Barnstable, Mass															5
6	Bath, Me												179	2,530	253	6
7	Belfast, Me															7
8	Boston and Charlestown, Mass			85,650	64,102	517	782	112	552	90,575	243,538	26,730	9,600	4,098	736	8
9	Brazos de Santiago, Tex			20	31						2	37				9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y			210	524					1,586	2,057		6,146	52,683	8,229	11
12	Cape Vincent, N. Y									33	2		3,263	1,043	185	12
13	Champlain, N. Y					5	2			13	20	52	8,097	1,789	315	13
14	Charleston, S. C			69	52											14
15	Chicago, Ill			1,932	3,136	523	148	234	804	39,944	29,460	83	460			15
16	Cincinnati, Ohio			500	846			1,128	341	10,239	5,424					16
17	Corpus Christi, Tex										2					17
18	Cuyahoga, Ohio			343	607	305	136			4,460	1,856	6				18
19	Delaware, Del									1,022	208					19
20	Denver, Colo			7	7						2					20
21	Detroit, Mich	188,116	8,735	89	195	37	133	85	486	2,738	5,030	1,710	1,999	32,208	5,262	21
22	Duluth, Minn													167	26	22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex			361	341						25	42				25
26	Genesee, N. Y							2	24	129	25,955		854	287	50	26
27	Georgetown, D. C			8	16						79		2			27
28	Gloucester, Mass															28
29	Hartford, Conn									175	110	6,072				29

30	Huron, Mich	54,008	1,233			6	4				666		446	2,620	468	30
31	Indianapolis, Ind									689	4,596					31
32	Kansas City, Mo										55					32
33	Key West, Fla			3,905	3,154					2	1,264	409	5,522			33
34	Louisville, Ky			54	26	38	52	11	7	1,119	564	5	55			34
35	Marblehead, Mass															35
36	Memphis, Tenn			160	214											36
37	Miami, Ohio															37
38	Milwaukee, Wis	1,435	291	267	307	3	9	2	17	1,119	6,752	35				38
39	Minnesota, Minn					2	3			9	487		671	1,722	289	39
40	Mobile, Ala															40
41	Newark, N. J															41
42	New Bedford, Mass															42
43	New Haven, Conn										470					43
44	New London, Conn															44
45	New Orleans, La			36,656	38,647	797	337	9	72	3,121	5,087	1,846	64	221	44	45
46	New York, N. Y	9,995	361	520,619	446,351	251,202	100,995	119,859	124,588	917,070	1,491,412	152,091	30,665	679	122	46
47	Niagara, N. Y	4,400	99							4	305		2,034	5,997	992	47
48	Norfolk and Portsmouth, Va															48
49	Oregon, Oreg															49
50	Oswegatchie, N. Y					3	2			1,848	78	26,889	1,806	1,257	224	50
51	Oswego, N. Y													54	6	51
52	Paso del Norte, Tex. and N. Mex									1	1,114		5,558	615	123	52
53	Passamaquoddy, Me											38	17,952	5,778	1,087	53
54	Pearl River, Miss															54
55	Pensacola, Fla			118	98											55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	6	2	17,798	21,924	9,864	3,020	190	197	71,358	85,867	25,605	2,608	30	6	57
58	Pittsburgh, Pa			20	6					3,729	181	20				58
60	Portland and Falmouth, Me					4	4	300	5		184		545	3,328	507	60
61	Portsmouth, N. H													10	2	61
62	Providence, R. I									1,338	1,057					62
63	Puget Sound, Wash					3,573	1,058				140		350			63
65	Saint Joseph, Mo										85					65
66	Saint Louis, Mo			817	597			184	550	12,637	2,120	9,040	168			66
67	Salem and Beverly, Mass													77	16	67
68	Saluria, Tex										17		2			68
69	San Diego, Cal											18	92			69
70	Sandusky, Ohio												50	324	44	70
71	San Francisco, Cal			71,082	76,882	230,470	65,879			45,585	65,586	21,696	20,009			71
72	Savannah, Ga			20	40						141					72
73	Superior, Mich									1	31	2	1,986	7,899	1,151	73
75	Vermont, Vt	32,566	858	32	98	54	12			50	696	44	18,229	99,154	16,050	75
76	Waldoborough, Me													29	6	76
77	Willamette, Oreg			130	177	680	188			611	140	1				77
81	Yorktown, Va										1					81
82	All other customs districts *a*										1,409			20	4	82
	Total	290,536	11,583	744,766	662,197	498,086	172,782	122,266	127,874	1,214,283	2,028,235	272,651	162,202	236,100	38,125	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		PROVISIONS, COMPRISING MEATS AND DAIRY PRODUCTS.			RICE, NOT ELSEWHERE SPECIFIED.				Salt.		SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED.			SILK, MANUFACTURES OF.		
		Dairy products.														
		Cheese.		Milk, preserved or condensed.	Rice.		Rice, granulated, or rice meal.				Linseed or flaxseed.		All other.	Clothing, ready-made, and other wearing apparel.	Dress and piece goods.	
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska	23	4	2										2		1
2	Aroostook, Me								664,400	1,490						2
3	Baltimore, Md	64,446	9,242		90	4	1,856,096	29,289	54,565,248	97,278			1,291	3,749	826	3
4	Bangor, Me	61	6						2,971,696	3,361						4
5	Barnstable, Mass								7,100	11						5
6	Bath, Me															6
7	Belfast, Me								544,469	508						7
8	Boston and Charlestown, Mass	47,605	7,599	2,309	1,746	50	925,481	15,819	102,495,054	137,036	34	95	16,992	46,157	91,737	8
9	Brazos de Santiago, Tex								18,467	66					3	9
10	Bridgeton, N. J															10
11	Buffalo Creek, N. Y	206	22										1,228			11
12	Cape Vincent, N. Y	111	11													12
13	Champlain, N. Y	1,068	268						96,040	889						13
14	Charleston, S. C								8,575,210	8,596						14
15	Chicago, Ill	38,256	5,189		232	7	140,000	2,357	34,144,758	85,025			20,498	36,244		15
16	Cincinnati, Ohio	4,115	603						224,000	608			2,804			16
17	Corpus Christi, Tex														231	17
18	Cuyahoga, Ohio								515,200	1,399			1,309	6,017	33,159	18
19	Delaware, Del															19
20	Denver, Colo												707	179		20
21	Detroit, Mich	345	44	38					369,600	2,609			31,546			21
22	Duluth, Minn	40	3						806,400	5,378						22
23	Erie, Pa															23
24	Fernandina, Fla															24
25	Galveston, Tex	282	42		5,533	200			27,548,726	42,247				8	195	25
26	Genesee, N. Y												10,655			26
27	Georgetown, D. C												200	2,165	68	27
28	Gloucester, Mass								51,681,800	50,974						28
29	Hartford, Conn	78	24										1,622	2,071		29
30	Huron, Mich	243	32	864					3,353,728	20,140	790	985				30

31	Indianapolis, Ind								3,167,975	8,599					167	31
32	Kansas City, Mo								2,744,052	5,709					760	32
33	Key West, Fla	17,739	2,175		2,422	72			208,679	264	1	1		34		33
34	Louisville, Ky												782	2,141	606	34
35	Marblehead, Mass															35
36	Memphis, Tenn												81			36
37	Miami, Ohio												105		43	37
38	Milwaukee, Wis	6,213	853		25,200	504	240,343	3,829	358,400	2,531			1,207	491		38
39	Minnesota, Minn	170	29								4	4	843	968	620	39
40	Mobile, Ala								7,387,744	9,480						40
41	Newark, N. J															41
42	New Bedford, Mass															42
43	New Haven, Conn								1,914,624	2,709			603	523		43
44	New London, Conn															44
45	New Orleans, La	89,697	11,630	331	507,830	10,247	1,118,865	19,208	26,320,501	60,022	1	6	382	551	72	45
46	New York, N. Y	6,033,167	796,319	454,661	4,418,757	97,503	38,972,554	604,935	237,558,071	493,174	413,524	416,250	272,339	448,947	13,240,855	46
47	Niagara, N. Y													8		47
48	Norfolk and Portsmouth, Va								26,976,788	52,598				79	34	48
49	Oregon, Oreg								168,000	432						49
50	Oswegatchie, N. Y	58	6						104,536	1,122						50
51	Oswego, N. Y															51
52	Paso del Norte, Tex. and N. Mex.	714	59						434,741	1,473						52
53	Passamaquoddy, Me								4,360,017	6,172						53
54	Pearl River, Miss															54
55	Pensacola, Fla	1,867	409						4,150,720	4,141						55
56	Perth Amboy, N. J															56
57	Philadelphia, Pa	156,955	22,637		6,714	215			74,202,366	132,253			28,012	13,395	18,028	57
58	Pittsburgh, Pa												3,146	4,630		58
59	Plymouth, Mass															59
60	Portland and Falmouth, Me								18,853,458	25,487			54			60
62	Providence, R. I								9,641,073	9,940			479			62
63	Puget Sound, Wash				507,045	10,436	600	14					4			63
64	Richmond, Va								2,621,835	6,306			286			64
66	Saint Louis, Mo	952	150		468,784	8,017	3,418,393	55,225	1,075,200	2,920			7,982		165	66
67	Salem and Beverly, Mass													1	8	67
68	Saluria, Tex	14	1													68
69	San Diego, Cal													12	22	69
71	San Francisco, Cal	127,624	16,888	660	39,940,552	779,623	1,248,481	23,404	13,394,297	47,391	825	861	29,211			71
72	Savannah, Ga								17,214,097	17,117						72
73	Superior, Mich	10	2						1,800	9						73
75	Vermont, Vt	117	12	135					326,414	1,809						75
76	Waldoborough, Me	16	2													76
77	Willamette, Oreg				880,491	15,427	450	9	10,847,656	36,980						77
79	Wilmington, N. C								11,649,530	15,517						79
80	Wiscasset, Me								1,792,206	1,836						80
81	Yorktown, Va								10,346,809	30,363						81
82	All other customs districts *a*								3,932,877	4,062						82
	Total	6,592,192	874,261	459,000	46,765,396	922,305	47,921,263	754,089	780,336,362	1,438,031	415,179	418,202	434,368	568,372	13,387,599	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		SILK, MANUFACTURES OF.			SOAP.			Spices, ground.		SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS.				Sponges.	
		Laces.	Ribbons.	All other.	Fancy, perfumed, and all descriptions of toilet soap.		All other.			Brandy.		All other.			
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Prf. galls.*	*Dollars.*	*Prf. galls.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska			54	6	1						33	67		1
2	Aroostook, Me														2
3	Baltimore, Md	2,105	50	48,984	2,141	723	5,039	15,860	4,089	2,779	6,047	5,889	2,970	566	3
4	Bangor, Me									73	279	191	183		4
5	Barnstable, Mass														5
6	Bath, Me			7						2	12	9	36		6
7	Belfast, Me														7
8	Boston and Charlestown, Mass.	93,865	13,366	259,442	10,831	5,996	24,636	27,962	8,196	32,960	95,386	85,630	41,814	673	8
9	Brazos de Santiago, Tex									118	197	77	107		9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	1,030		7,326			59			516	1,285	816	1,017		11
12	Cape Vincent, N. Y			43								10	23		12
13	Champlain, N. Y			86	3	3				4,539	4,701	966	734		13
14	Charleston, S. C									2	7	5	7		14
15	Chicago, Ill	34,324	8	451,033	7,335	4,862	1,230			6,744	16,626	16,467	17,159	1,947	15
16	Cincinnati, Ohio	6,883		52,997	54	20				2,298	5,676	877	278	3	16
17	Corpus Christi, Tex	3	7	82			86					99	78		17
18	Cuyahoga, Ohio	264		15,171	49	13				45	115	200	232	13	18
19	Delaware, Del			4								521	222		19
20	Denver, Colo			276						149	744	267	536		20
21	Detroit, Mich			6,994	16	12	4	72	23	2,687	8,100	8,554	8,308	14	21
22	Duluth, Minn			3						293	882				22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex	307		132	29	12				135	194	10,103	8,744		25
26	Genesee, N. Y	4,121		10,309	2	1				102	369	2,035	1,296		26
27	Georgetown, D. C	7		338	181	52				161	498	114	147		27
28	Gloucester, Mass									3	5	18	23		28
29	Hartford, Conn	1,256		6,404						47	180	1,751	930		29
30	Huron, Mich			286						81	226	852	1,046		30
31	Indianapolis, Ind														31
32	Kansas City, Mo	526		631								20	28		32
33	Key West, Fla		14	15	4	2	116	3,751	375	806	2,686	3,155	2,950	21	33

34	Louisville, Ky	287		2,356	85	28				363	1,009	1,017	408		34
35	Marblehead, Mass														35
36	Memphis, Tenn			2,027						257	588	105	44		36
37	Miami, Ohio			1,612											37
38	Milwaukee, Wis	75		913			12			1,091	2,349	134	235		38
39	Minnesota, Minn	1,588		521	60	36	4			111	303	360	629		39
40	Mobile, Ala									3	6			4	40
41	Newark, N. J														41
42	New Bedford, Mass											10	10		42
43	New Haven, Conn	3		454						146	423	6,709	2,634		43
44	New London, Conn											40	53		44
45	New Orleans, La	2,842	422	8,737	5,914	3,248	2,306	70,782	11,396	10,076	16,643	24,168	31,249	521	45
46	New York, N. Y	2,257,645	1,740,566	10,697,817	418,798	175,841	174,329	422,242	108,936	310,187	824,162	604,697	492,739	331,121	46
47	Niagara, N. Y			489			130			150	210	320	502		47
48	Norfolk and Portsmouth, Va											37	46		48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y			25						359	964	803	502		50
51	Oswego, N. Y														51
52	Paso del Norte, Tex. and N. Mex			691			33	200	24	2	8	234	558		52
53	Passamaquoddy, Me											12	32		53
54	Pearl River, Miss														54
55	Pensacola, Fla													30	55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	11,709	91,205	882,068	10,484	2,641	13,301	95,378	27,510	12,436	31,843	54,003	28,891	4,050	57
58	Pittsburgh, Pa	413		1,519								354	113		58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me			17			3	15	3	6	13	566	849	1	60
61	Portsmouth, N. H														61
62	Providence, R. I			17,532	173	52	279			807	1,997	4,204	3,121		62
63	Puget Sound, Wash			122	20	3				393	1,353	2,744	1,557		63
64	Richmond, Va	70													64
65	Saint Joseph, Mo	167	39	281											65
66	Saint Louis, Mo			21,434	2,872	1,896	1,856	9,364	1,947	1,790	3,068	1,237	482	4,139	66
67	Salem and Beverly, Mass														67
68	Saluria, Tex											158	152		68
69	San Diego, Cal		1	18								33	55		69
70	Sandusky, Ohio											5	9		70
71	San Francisco, Cal			626,818	2,431	1,679	18,491	19,498	5,509	25,609	55,635	254,383	205,483		71
72	Savannah, Ga						457			29	187	70	144		72
73	Superior, Mich											3	6		73
74	Teche, La														74
75	Vermont, Vt			164			42			671	1,605	931	995		75
76	Waldoborough, Me														76
77	Willamette, Oreg			353	112	47		2,500	752	1,973	4,327	5,061	3,271	156	77
79	Wilmington, N. C											42	15	4	79
81	Yorktown, Va						83								81
82	All other customs districts *a*			199						151	548	250	293	48	82
	Total	2,419,490	1,845,678	13,126,784	461,600	197,168	242,496	667,624	168,760	421,141	1,091,456	1,101,349	864,012	343,311	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.											
		SUGAR, MOLASSES, SUGAR CANDY AND CONFECTIONERY.									TOBACCO, AND MANUFACTURES OF.		
		Molasses.		Sugar, Dutch standard in color.						Sugar candy and confectionery.	Leaf.		
				Not above No. 13, and tank bottoms, sirups, melada, etc.		Above No. 13, and not above No. 20.		All above No. 20.					
		Gallons.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska									2	10	6	1
2	Aroostook, Me	1,927	506							2			2
3	Baltimore, Md	100	10							1	93,885	41,857	3
4	Bangor, Me			145	15								4
5	Barnstable, Mass												5
6	Bath, Me					125	12						6
7	Belfast, Me												7
8	Boston and Charlestown, Mass	6,008,971	1,028,750	455,657,443	11,064,783			16,002	704	1,718	75,275	22,457	8
9	Brazos de Santiago, Tex					2,250	97	12	1	4	2	1	9
10	Bridgeton, N. J												10
11	Buffalo Creek, N. Y	4	4							3			11
12	Cape Vincent, N. Y	5	3							2	3,615	2,370	12
13	Champlain, N. Y			200	16	436	44			8	1,398	429	13
14	Charleston, S. C												14
15	Chicago, Ill			108,642	7,565			1,120	44	43	182,505	81,314	15
16	Cincinnati, Ohio									2	12,663	5,900	16
17	Corpus Christi, Tex			287,149	7,926			11	1	2			17
18	Cuyahoga, Ohio									14	1,895	895	18
19	Delaware, Del												19
20	Denver, Colo										29,654	13,242	20
21	Detroit, Mich	25	24	6,721	471	233	22	125	7	104	296,931	206,447	21
22	Duluth, Minn												22
23	Erie, Pa												23
24	Fernandina, Fla												24
25	Galveston, Tex									1	3,051	734	25
26	Genesee, N. Y										91,096	13,124	26
27	Georgetown, D. C												27
28	Gloucester, Mass												28
29	Hartford, Conn												29
30	Huron, Mich			867	84	350	33				3,702	1,716	30

31	Indianapolis, Ind												31
32	Kansas City, Mo										2,270	695	32
33	Key West, Fla	227	57					6	1	270	1,989,716	895,831	33
34	Louisville, Ky										2,658	1,190	34
35	Marblehead, Mass												35
36	Memphis, Tenn												36
37	Miami, Ohio										1,192	596	37
38	Milwaukee, Wis												38
39	Minnesota, Minn			12	1					1			39
40	Mobile, Ala												40
41	Newark, N. J												41
42	New Bedford, Mass							4,656	165				42
43	New Haven, Conn	214,039	52,025	3,472,714	84,240								43
44	New London, Conn	310,548	83,837										44
45	New Orleans, La	8	1	18,835,830	504,120			635	35	419	190,990	46,628	45
46	New York, N. Y	11,870,325	1,668,177	2,012,308,701	46,997,761	13,262	525	1,555	68	17,159	13,524,317	6,967,172	46
47	Niagara, N. Y	6	5								8,412	3,063	47
48	Norfolk and Portsmouth, Va												48
49	Oregon, Oreg												49
50	Oswegatchie, N. Y									3	20,610	9,151	50
51	Oswego, N. Y												51
52	Paso del Norte, Tex. and N. Mex			30,906	1,459	97	6			16	6,653	1,955	52
53	Passamaquoddy, Me	75,199	15,336							9			53
54	Pearl River, Miss												54
55	Pensacola, Fla												55
56	Perth Amboy, N. J												56
57	Philadelphia, Pa	16,830,700	2,033,849	366,239,119	8,732,631					1,096	504,883	143,854	57
58	Pittsburgh, Pa										30	25	58
59	Plymouth, Mass												59
60	Portland and Falmouth, Me	2,329,237	422,705	28,566,209	755,457	260	15				144	62	60
61	Portsmouth, N. H												61
62	Providence, R. I												62
63	Puget Sound, Wash									51	720	129	63
64	Richmond, Va												64
65	St. Joseph, Mo												65
66	St. Louis, Mo			15,651,622	433,881						36,159	21,006	66
67	Salem and Beverly, Mass												67
68	Saluria, Tex	2	1	15,647	666								68
69	San Diego, Cal										24	6	69
71	San Francisco, Cal			16,913,184	562,219					2,035	92,278	38,843	71
72	Savannah, Ga	26,743	4,180										72
73	Superior, Mich					155	13				4	1	73
74	Teche, La										236	55	74
75	Vermont, Vt			6,169	462	484	29				342,175	184,172	75
77	Willamette, Oreg			500	15					6			77
79	Wilmington, N. C	195,286	27,255	1,460	58								79
82	All other customs districts *a*	30,774	4,038			7,391	221				41	24	82
	Total	37,894,126	5,340,763	2,918,103,240	69,153,830	25,043	1,017	24,122	1,026	22,971	17,519,194	8,704,950	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.												
		TOBACCO AND MANUFACTURES OF.			VEGETABLES.							WINES.		
		Manufactures of.								All other.				
		Cigars, cigarettes, and cheroots.		All other.	Beans and pease.		Potatoes.		Pickles and sauces.	In their natural state, or in salt or brine.	Prepared or preserved.	Champagne, and other sparkling.		
		Pounds.	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dozens.*	*Dollars.*	
1	Alaska, Alaska						23	22			5			1
2	Aroostook, Me			1	50	63	7,929	2,343	2	33				2
3	Baltimore, Md	11,139	24,691				4,139	1,059	1,202	916	1,003	287	2,919	3
4	Bangor, Me						102,583	33,521	3	13,095		1	16	4
5	Barustable, Mass						10	4						5
6	Bath, Me						34	13		6				6
7	Belfast, Me						191	74		4				7
8	Boston and Charlestown, Mass	82,722	256,995	246	3,001	2,909	662,574	170,618	44,051	25,402	15,071	12,328	193,252	8
9	Brazos de Santiago, Tex				405	871				459	30	5	57	9
10	Bridgeton, N. J													10
11	Buffalo Creek, N. Y	2,211	7,180		89,441	73,648				19,264		128	1,538	11
12	Cape Vincent, N. Y			19	68,438	69,273	54	34		235				12
13	Champlain, N. Y			7	11,276	9,302	1,135	432	4	566		42	537	13
14	Charleston, S. C										27	4	67	14
15	Chicago, Ill	153,642	396,681	611	438	375	30	9	11,109	1,341	5,895	634	7,534	15
16	Cincinnati, Ohio	14,699	48,311	1,887							1,392	137	1,141	16
17	Corpus Christi, Tex	219	271		2,354	3,227	87	104		1,955		4	82	17
18	Cuyahoga, Ohio	663	2,264	113							1,472	119	996	18
19	Delaware, Del													19
20	Denver, Colo	14,692	44,375	6							725	20	303	20
21	Detroit, Mich	1,777	4,866	403	130,403	143,208	5,342	2,771	3	6,955	6	64	1,044	21
22	Duluth, Minn			8										22
23	Erie, Pa													23
24	Fernandina, Fla													24
25	Galveston, Tex	663	1,692				3	2	1,797	105	186	56	963	25
26	Genesee, N. Y	1,162	4,067	9	22,850	27,030	17	8			81	25	226	26
27	Georgetown, D. C											46	413	27
28	Gloucester, Mass						20,767	4,626		74				28
29	Hartford, Conn	2	3	4										29
30	Huron, Mich			363	32,540	24,405	1,006	767		4,442				30

31	Indianapolis, Ind	823	1,900									4	27	31
32	Kansas City, Mo	631	1,475									1	8	32
33	Key West, Fla	2,062	3,928		1,193	2,503	8,835	5,934	244	5,042	288	2	11	33
34	Louisville, Ky	144	450								512	71	626	34
35	Marblehead, Mass						2,936	587		28				35
36	Memphis, Tenn	526	1,459							2	11			36
37	Miami, Ohio	300	753									2	19	37
38	Milwaukee, Wis	4,429	12,210				43	26	34	12	780	295	2,426	38
39	Minnesota, Minn	5,848	12,671	18			504	218			1	15	146	39
40	Mobile, Ala													40
41	Newark, N. J						23	10		2				41
42	New Bedford, Mass													42
43	New Haven, Conn	1,840	4,823				3,428	685						43
44	New London, Conn						2,616	555		33				44
45	New Orleans, La	25,366	70,549	1,412	183	275			19,116	2,158	21,570	2,893	36,297	45
46	New York, N. Y	536,062	1,778,400	60,191	38,631	37,040	414,305	260,609	236,791	354,399	201,786	218,719	2,903,707	46
47	Niagara, N. Y			270	105,535	106,880	2,035	1,209		32,550		10	176	47
48	Norfolk and Portsmouth, Va						2,809	476		15				48
49	Oregon, Oreg													49
50	Oswegatchie, N. Y			578	2,735	3,361	1,029	457	1	792		8	112	50
51	Oswego, N. Y				50,638	38,646	6	3						51
52	Paso del Norte, Tex. and N. Mex	3,966	6,465		4,316	4,237	678	810		1,943		27	564	52
53	Passamaquoddy, Me						95,298	30,731	3	980				53
54	Pearl River, Miss													54
55	Pensacola, Fla									193	58			55
56	Perth Amboy, N. J													56
57	Philadelphia, Pa	43,688	140,796	2,148			36,575	9,266	26,178	1,331	18,096	6,282	74,081	57
58	Pittsburgh, Pa	10,541	35,349	12						813	133			58
60	Portland and Falmouth, Me	60	77		684	807	445	210	1	2		1	9	60
62	Providence, R. I						24,433	4,659				235	3,367	62
63	Puget Sound, Wash			36			177	155	77	2	42			63
65	Saint Joseph, Mo	146	290									54	439	65
66	Saint Louis, Mo	43,309	103,111	42	1,900	1,574				255	1,321	1,127	8,100	66
67	Salem and Beverly, Mass						6,780	1,598		4				67
68	Saluria, Tex				51	51	74	54		576				68
69	San Diego, Cal	205	248											69
70	Sandusky, Ohio						80	32						70
71	San Francisco, Cal	144,896	362,081	50,949			2,341	1,576	46,141	37,058	25,389	11,207	130,067	71
72	Savannah, Ga	2,242	4,687							68		12	142	72
73	Superior, Mich						659	304		15	1			73
74	Teche, La	384	879											74
75	Vermont, Vt			6,290	81,326	58,168	7,212	3,017		3,013		441	6,466	75
76	Waldoborough, Me						387	157						76
77	Willamette, Oreg	4,177	10,388	830					420	5	17	350	5,029	77
79	Wilmington, N. C						57	22		20				79
80	Wiscasset, Me						2,800	545						80
82	All other customs districts *a*	255	675				10,001	2,779		156	13			82
	Total	1,115,491	3,345,060	126,453	648,388	607,853	1,432,490	543,091	387,177	516,319	295,911	255,656	3,382,907	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		WINES.				WOOD, AND MANUFACTURES OF.									
		Still wines.						Lumber.					Manufactures of.		
		In casks.		In bottles.		Unmanufactured, not elsewhere specified.	Timber, sawed and hewn.	Boards, planks, deals, and other sawed lumber.		Shingles.		Other lumber.	Cabinet-ware and house furniture.	All other.	
		Gallons.	*Dollars.*	*Dozens.*	*Dollars.*	*Dollars.*	*Dollars.*	*M. feet.*	*Dollars.*	*M.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska							2	25					31	1
2	Aroostook, Me							60	389	823	1,553	57		1,373	2
3	Baltimore, Md	25,839	25,237	2,032	11,838							73	4,664	26,148	3
4	Bangor, Me	33	95	3	54		23	475	3,903	16,930	34,946	5,222		1,828	4
5	Barnstable, Mass							14	108						5
6	Bath, Me							9	144					82	6
7	Belfast, Me							49	355						7
8	Boston and Charlestown, Mass	158,448	135,317	9,694	62,409			23,025	166,213	1,122	2,966	35,484	16,750	45,599	8
9	Brazos de Santiago, Tex	1,077	795	77	311								14	189	9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	8,856	8,582	585	4,351	11,014		33,940	404,321	70	175	64,558	552	3,593	11
12	Cape Vincent, N. Y			1	5			3,727	44,761	6,368	11,040	2,813		843	12
13	Champlain, N. Y	567	719	18	97	28		143,557	1,985,189	2,070	4,569	104,397	47	18,355	13
14	Charleston, S. C			60	332	7							12	97	14
15	Chicago, Ill	120,224	108,737	8,710	54,151			189	2,000			63	6,437	18,122	15
16	Cincinnati, Ohio	27,582	24,954	1,846	14,987								1,898	3,319	16
17	Corpus Christi, Tex	127	118	6	34			1	15	2	7			59	17
18	Cuyahoga, Ohio	7,311	5,595	685	3,215			352	4,847			1,073	329	2,795	18
19	Delaware, Del												4	8	19
20	Denver, Colo	2,279	2,247	103	1,332									22	20
21	Detroit, Mich	3,141	3,258	215	1,726	757	12	3,906	48,135			5,587	281	5,997	21
22	Duluth, Minn	64	110											384	22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex	403	522	382	1,928		21						5	633	25
26	Genesee, N. Y	5,745	4,019	622	4,199			686	10,435	3,702	8,203	3,468		1,709	26
27	Georgetown, D. C	7,798	7,911	165	1,818							9,358	238	550	27
28	Gloucester, Mass							328	2,348	57	108	18			28
29	Hartford, Conn	2,530	2,171	142	803								59	1,145	29
30	Huron, Mich	155	436	12	116	35		385	4,780	6	8	122	3,265	5,606	30

31	Indianapolis, Ind	4,334	3,957											1,221	31
32	Kansas City, Mo	1,250	1,139	539	2,203									447	32
33	Key West, Fla	58,537	25,465	73	356		122					78	715	540	33
34	Louisville, Ky	21,999	18,192	394	1,806								68	504	34
35	Marblehead, Mass							1,146	8,368	13	15	293			35
36	Memphis, Tenn	940	481	95	356										36
37	Miami, Ohio	1,245	1,068	52	410	243								23	37
38	Milwaukee, Wis	50,540	38,513	1,877	13,002								37	864	38
39	Minnesota, Minn	8,563	6,460	556	3,740		40	54	803	10	28	25	463	4,094	39
40	Mobile, Ala	2	2											90	40
41	Newark, N. J											9,223			41
42	New Bedford, Mass	913	803	19	137			318	2,159				144	21	42
43	New Haven, Conn	581	377	31	183							725	192	3,892	43
44	New London, Conn														44
45	New Orleans, La	178,430	86,694	13,139	46,756							149	6,399	4,849	45
46	New York, N. Y	2,337,118	1,580,078	187,334	989,750	440	21	4,620	53,831	20	30	80,576	316,539	862,799	46
47	Niagara, N. Y	317	220	53	147	4,565		34,716	490,383	421	868	295,270	37,834	3,537	47
48	Norfolk and Portsmouth, Va	286	187												48
49	Oregon, Oreg													50	49
50	Oswegatchie, N. Y	619	608	33	283			41,547	594,434	5,426	10,007	2,093		17,350	50
51	Oswego, N. Y						372	144,756	1,731,999	14,478	32,965	36,267			51
52	Paso del Norte, Tex. and N. Mex	492	424	20	146			4	144					233	52
53	Passamaquoddy, Me					126		1,709	12,178	3,991	8,078	900		3,356	53
54	Pearl River, Miss														54
55	Pensacola, Fla	580	290	31	144									51	55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	164,778	115,438	3,533	21,544							14,193	19,613	52,123	57
58	Pittsburgh, Pa	6,548	6,611	369	2,442							73	46	833	58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me	1,056	882	1	4			3,129	27,918	438	894	5,831	80	580	60
61	Portsmouth, N. H							43	291			105			61
62	Providence, R. I	1,246	957	596	2,903			1,510	16,618	1,172	2,486	4,958	395	936	62
63	Puget Sound, Wash	2	15	2	13								258	363	63
65	Saint Joseph, Mo	1,391	840	419	1,745									215	65
66	Saint Louis, Mo	62,053	48,712	3,770	17,157							1,399	1,078	2,220	66
67	Salem and Beverly, Mass							481	3,685			75			67
68	Saluria, Tex													31	68
70	Sandusky, Ohio							8	79						70
71	San Francisco, Cal	104,171	70,564	14,164	55,914			8	314				5,564	66,171	71
72	Savannah, Ga	1,410	1,596	70	452							2		33	72
73	Superior, Mich					8	1	52	651	62	155			1,384	73
74	Teche, La													3	74
75	Vermont, Vt	1,889	3,792	115	1,017	614	306	112,558	1,217,076	31,988	66,284	130,467		27,825	75
76	Waldoborough, Me											8		4	76
77	Willamette, Oreg	118	374	487	1,285			1	10				811	213	77
79	Wilmington, N. C													42	79
82	All other customs districts *a*	6	3	2	12	25		1,871	15,492			3,570	2	857	82
	Total	3,383,593	2,345,565	253,132	1,327,613	17,862	918	559,236	6,854,401	89,169	185,385	818,573	424,793	1,196,241	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.													
		Unmanufactured.						Manufactures of.							
		Clothing wools.		Combing wools.		Carpet and other similar wools.		Carpets and carpeting of all kinds.		Clothing, ready-made, and other wearing apparel, except shawls and knit goods.	Cloths.		Dress goods, women's and children's.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. yds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. yds.*	*Dollars.*	
1	Alaska, Alaska										70	189			1
2	Aroostook, Me			30	6								9	5	2
3	Baltimore, Md			1,980	201	81,919	7,321	5,829	6,261	32,805	143,493	162,047	361,721	80,828	3
4	Bangor, Me	84,535	21,563					165	100	131	8,654	6,814			4
5	Barnstable, Mass														5
6	Bath, Me	273,328	57,066								7	5			6
7	Belfast, Me														7
8	Boston and Charlestown, Mass	9,025,083	1,949,491	7,597,325	1,766,339	24,302,413	2,839,972	139,014	166,864	169,554	863,303	1,063,175	4,937,519	1,209,617	8
9	Brazos de Santiago, Tex	75,802	7,103	15	4	272,996	22,093			5					9
10	Bridgeton, N. J														10
11	Buffalo Creek, N. Y	819,328	189,736					3,599	8,400	467	1,784	1,838	23,826	5,508	11
12	Cape Vincent, N. Y	92	26	18	4					121	4	4			12
13	Champlain, N. Y	5,004	961					62	94	678	1,890	2,556	12	14	13
14	Charleston, S. C							38	85	16					14
15	Chicago, Ill					4,250	683	66,008	73,132	94,737	99,863	107,841	3,156,381	745,680	15
16	Cincinnati, Ohio							11,560	11,541	25,717	27,645	33,528	875,382	230,640	16
17	Corpus Christi, Tex	244,230	20,052			600,895	49,662	22	64	70	208	420	20	9	17
18	Cuyahoga, Ohio							8,010	6,987	7,997	21,668	26,070	75,490	15,758	18
19	Delaware, Del							30	82						19
20	Denver, Colo							5,114	5,302	86	406	428			20
21	Detroit, Mich	362	87	287	67			464	182	2,196	9,826	10,621	9,926	2,602	21
22	Duluth, Minn									472	48	24			22
23	Erie, Pa														23
24	Fernandina, Fla														24
25	Galveston, Tex							6	3	2,997	193	180	3,872	1,645	25
26	Genesee, N. Y	6,759	2,050					188	369	3,022	53,821	31,245	51,789	14,538	26
27	Georgetown, D. C							3,113	2,938	991	287	489			27
28	Gloucester, Mass														28
29	Hartford, Conn	850,753	177,280			6,354	899	3,324	6,205	2,801	2,006	2,214	23,679	5,596	29
30	Huron, Mich							281	255	543					30

31	Indianapolis, Ind										1,787	2,574	522	162	31
32	Kansas City, Mo							22,059	17,615		28	65	45,505	10,936	32
33	Key West, Fla							34	15	12	22	50	48	15	33
34	Louisville, Ky									793	10,800	13,029	15,960	6,070	34
35	Marblehead, Mass														35
36	Memphis, Tenn														36
37	Miami, Ohio							14	64		2,759	3,263			37
38	Milwaukee, Wis							5,174	6,023	61	9,043	9,462	1,474	938	38
39	Minnesota, Minn	18	12			31	10	2,130	2,037	1,699	5,680	9,329	137,266	22,459	39
40	Mobile, Ala									41			32	8	40
41	Newark, N. J														41
42	New Bedford, Mass			206	35						6	8			42
43	New Haven, Conn							1,467	587	508	7,104	7,533			43
44	New London, Conn														44
45	New Orleans, La	17,391	142					7,392	6,002	1,968	17,166	21,860	43,161	10,583	45
46	New York, N. Y	5,243,858	759,141	1,204,984	305,156	49,304,046	6,260,824	558,947	990,248	905,472	7,216,485	8,146,135	64,240,794	13,835,449	46
47	Niagara, N. Y			240,422	55,280	11	6	6	28	1,749	6,048	4,316	249	140	47
48	Norfolk and Portsmouth, Va									10			20	8	48
49	Oregon, Oreg														49
50	Oswegatchie, N. Y	53,888	7,841	39,755	8,557			20	14	837	46	46			50
51	Oswego, N. Y														51
52	Paso del Norte, Tex. and N. Mex.	6,886	585			37,256	2,874			4,292	137	1,365			52
53	Passamaquoddy, Me	73,838	17,852								492	394			53
54	Pearl River, Miss														54
55	Pensacola, Fla														55
56	Perth Amboy, N. J														56
57	Philadelphia, Pa	647,498	146,671	1,622,147	391,806	10,248,216	1,239,979	55,754	59,779	223,378	232,770	241,349	1,781,295	507,169	57
58	Pittsburgh, Pa							11,855	10,892	2,045	13,930	12,612	13,460	6,988	58
59	Plymouth, Mass														59
60	Portland and Falmouth, Me					429	37	786	763	71	624	460	1,875	578	60
61	Portsmouth, N. H														61
62	Providence, R. I							9,204	8,772	2,236	13,053	15,415	88,671	24,333	62
63	Puget Sound, Wash	150	16	534	71			11	35	21	41	93	58	19	63
64	Richmond, Va														64
65	Saint Joseph, Mo							2,373	3,408		1,663	3,270	36,633	5,883	65
66	Saint Louis, Mo							28,405	22,432	1,870	29,605	33,125	326,673	63,970	66
67	Salem and Beverly, Mass														67
68	Saluria, Tex	87,211	6,993	14,026	1,030	448,174	35,384			1					68
69	San Diego, Cal									84	25	10			69
70	Sandusky, Ohio														70
71	San Francisco, Cal	188,119	14,739			44,967	4,570	196	343	30,045	253,542	305,240	1,788,848	403,777	71
72	Savannah, Ga							2,088	1,884	58	5	10			72
73	Superior, Mich			24	4					122			7	5	73
75	Vermont, Vt	237,906	49,569			338	38	337	251	1,317	1,823	1,536	9	4	75
77	Willamette, Oreg	21,943	2,591					301	918	214	237	203			77
81	Yorktown, Va									3					81
82	All other customs districts *a*							5,395	5,322		35	41			82
	Total	17,963,982	3,431,567	10,721,753	2,528,560	85,352,295	10,464,352	960,775	1,426,296	1,524,313	9,060,132	10,282,481	78,042,186	17,211,934	

a See Statement No. 4*a* for imports into the several customs districts included herein

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.											
		WOOL, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.							ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF.			All other dutiable articles.	
		Knit goods.	Rags, shoddy, mungo, waste, and flocks.		Shawls.	Yarns.		All other.	In blocks or pigs, and old.		Manufactures of.		
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska				50			184					1
2	Aroostook, Me	11						12				2,445	2
3	Baltimore, Md	21,453			545	3,941	2,627	40,249	168,500	5,582		15,765	3
4	Bangor, Me	40						20				8,378	4
5	Barnstable, Mass												5
6	Bath, Me		34,777	11,527								1,027	6
7	Belfast, Me											11	7
8	Boston and Charlestown, Mass	176,281	2,078,181	725,758	49,817	248,359	212,570	293,101	31,320	195	60	286,892	8
9	Brazos de Santiago, Tex				2							96	9
10	Bridgeton, N. J												10
11	Buffalo Creek, N. Y	5,147			3,000			3,478	28,896	662		15,715	11
12	Cape Vincent, N. Y	29										1,122	12
13	Champlain, N. Y	9						204			24	6,652	13
14	Charleston, S. C							73				572	14
15	Chicago, Ill	121,559			142,891	17,778	13,525	236,340	61	10	92	48,108	15
16	Cincinnati, Ohio	15,670			9,963	1,419	976	66,313				3,783	16
17	Corpus Christi, Tex				97			140				429	17
18	Cuyahoga, Ohio	3,690			1,988	613	364	4,083				2,950	18
19	Delaware, Del											492	19
20	Denver, Colo							848				565	20
21	Detroit, Mich	1,372			44	230	176	468			7	9,038	21
22	Duluth, Minn	22				23	11	107				7	22
23	Erie, Pa												23
24	Fernandina, Fla												24
25	Galveston, Tex	65			40			367				11,499	25
26	Genesee, N. Y	2,056	81,190	32,596	4,599	12,614	7,332	22,660				1,946	26
27	Georgetown, D. C	1,790						126				543	27
28	Gloucester, Mass												28
29	Hartford, Conn	3,464	381,238	166,057	99	28,588	22,305	3,395				374	29
30	Huron, Mich				10	18	11	414				17,809	30

31	Indianapolis, Ind											601	31
32	Kansas City, Mo	1,614			1							265	32
33	Key West, Fla					2	6	15				2,682	33
34	Louisville, Ky	4,124						350			2	326	34
35	Marblehead, Mass												35
36	Memphis, Tenn												36
37	Miami, Ohio					932	626					103	37
38	Milwaukee, Wis	1,769						1,056				23,895	38
39	Minnesota, Minn	120			1,848	73	35	2,100			2	1,814	39
40	Mobile, Ala					10	6					2	40
41	Newark, N. J												41
42	New Bedford, Mass											13	42
43	New Haven, Conn							488				2,504	43
44	New London, Conn												44
45	New Orleans, La	1,150			4,014			4,435			682	30,991	45
46	New York, N. Y	1,440,850	2,178,257	869,944	823,980	2,049,447	1,150,585	5,676,465	6,059,197	197,294	32,517	3,756,203	46
47	Niagara, N. Y	17			25	4	2	58	2,114	8		4,630	47
48	Norfolk and Portsmouth, Va				4								48
49	Oregon, Oreg												49
50	Oswegatchie, N. Y	6			3	2	1	60			165	16,137	50
51	Oswego, N. Y												51
52	Paso del Norte, Tex. and N. Mex	29			2	68	42	287				2,321	52
53	Passamaquoddy, Me								1,145	11		1,979	53
54	Pearl River, Miss												54
55	Pensacola, Fla											29	55
56	Perth Amboy, N. J												56
57	Philadelphia, Pa	80,738	80,993	37,941	6,427	534,791	316,414	1,429,948	110,975	1,593	14	141,609	57
58	Pittsburgh, Pa	2,372			154	279	421	8,725	1,449,000	46,197		2,293	58
59	Plymouth, Mass												59
60	Portland and Falmouth, Me	34						211	715	9		3,235	60
61	Portsmouth, N. H												61
62	Providence, R. I				5,962	6,212	3,788	9,949				6,083	62
63	Puget Sound, Wash	6			9			569				262	63
64	Richmond, Va											76	64
65	Saint Joseph, Mo											126	65
66	Saint Louis, Mo	18,237			894	1,996	1,340	35,074	47	24		14,373	66
67	Salem and Beverly, Mass											10	67
68	Saluria, Tex											388	68
69	San Diego, Cal	6										15	69
71	San Francisco, Cal	35,566			170	4,246	2,818	38,098	154,402	4,798	232	278,541	71
72	Savannah, Ga											36	72
73	Superior, Mich	87				25	8	49				187	73
75	Vermont, Vt	413				15	5	14				80,003	75
77	Willamette, Oreg	8				1,044	604	44				5,639	77
78	Wilmington, Cal							3					78
81	Yorktown, Va							8					81
82	All other customs districts *a*							243				1,249	82
	Total	1,939,804	4,834,636	1,843,823	1,056,638	2,912,729	1,736,598	7,880,831	8,006,372	256,383	33,797	4,814,838	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4.—IMPORTS *of* MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	RECAPITULATION.												
		TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	Imported direct from foreign countries.	Imported through other ports, without appraisement.	Entered for immediate consumption.	Entered for warehouse.	Brought in cars and other land vehicles.	BROUGHT IN AMERICAN VESSELS.		BROUGHT IN FOREIGN VESSELS.		TOTAL VALUE OF IMPORTS OF MERCHANDISE.	
									Steam.	Sail.	Steam.	Sail.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska	12,383	6,253	8,636	.....	8,636	.....	.....	18,440	196	.....	.....	18,636	1
2	Aroostook, Me	108,602	83,225	191,827	.....	191,827	.....	191,827	.....	.....	.....	.....	191,827	2
3	Baltimore, Md	7,229,055	5,306,865	12,231,725	304,195	11,461,618	1,074,302	.....	79,429	3,090,897	8,091,695	1,273,899	12,535,920	3
4	Bangor, Me	346,687	463,284	809,971	.....	809,971	.....	802,851	.....	3,347	.....	3,773	809,971	4
5	Barnstable, Mass	131	90,890	91,021	.....	91,021	.....	.....	.....	.....	22,675	68,346	91,021	5
6	Bath, Me	90,826	10,319	32,374	68,771	48,763	52,382	30,401	.....	52,382	16,389	1,973	101,145	6
7	Belfast, Me	952	16,192	17,144	.....	17,144	.....	.....	.....	530	.....	16,614	17,144	7
8	Boston and Charlestown, Mass	45,633,112	15,385,218	59,277,721	1,740,609	40,891,619	20,126,711	61,754	1,355,381	10,627,293	42,927,032	6,046,870	61,018,330	8
9	Brazos de Santiago, Tex	117,325	324,279	441,604	.....	441,585	19	.....	.....	439,614	282	1,708	441,604	9
10	Bridgeton, N. J	.....	51,810	51,810	.....	51,810	.....	.....	.....	22,740	.....	29,070	51,810	10
11	Buffalo Creek, N. Y	4,656,302	1,386,720	5,553,110	489,912	5,611,730	431,292	4,929,141	146,133	.....	759,109	208,639	6,043,022	11
12	Cape Vincent, N. Y	196,497	152,955	349,452	.....	346,735	2,717	42,319	695	52,449	124,541	129,448	349,452	12
13	Champlain, N. Y	2,902,573	456,627	3,359,200	.....	2,413,579	945,621	2,356,598	.....	959,296	.....	43,306	3,359,200	13
14	Charleston, S. C	74,722	478,481	544,518	8,685	550,332	2,871	.....	.....	74,164	38,627	440,412	553,203	14
15	Chicago, Ill	9,123,410	2,581,062	975,191	10,729,281	9,909,431	1,795,041	557,729	1,575,638	98,614	8,975,457	497,034	11,704,472	15
16	Cincinnati, Ohio	1,828,462	658,487	.....	2,486,949	1,977,037	509,912	418	47,890	.....	2,435,106	3,535	2,486,949	16
17	Corpus Christi, Tex	212,126	693,501	905,627	.....	834,536	71,091	905,627	.....	.....	.....	.....	905,627	17
18	Cuyahoga, Ohio	589,850	68,276	99,834	558,292	622,562	35,564	5,309	12,047	4,948	563,739	72,083	658,126	18
19	Delaware, Del	18,132	28,777	923	45,986	46,687	222	.....	4,474	923	41,512	.....	46,909	19
20	Denver, Colo	97,880	10,529	.....	108,409	102,211	6,198	230	57,623	.....	50,556	.....	108,409	20
21	Detroit, Mich	1,173,286	1,357,244	1,899,046	631,484	2,315,485	215,045	1,248,013	379,102	33,273	760,561	109,491	2,530,530	21
22	Duluth, Minn	18,415	71,104	89,519	.....	89,413	106	.....	17,205	.....	63,786	8,528	89,519	22
23	Erie, Pa	21,747	.....	21,747	.....	.....	21,747	.....	.....	.....	21,747	.....	21,747	23
24	Fernandina, Fla	23,896	.....	23,896	.....	.....	23,896	.....	.....	.....	.....	23,896	23,896	24
25	Galveston, Tex	323,772	381,537	688,565	16,744	681,076	24,233	.....	154,529	24,600	285,014	241,166	705,309	25
26	Genesee, N. Y	782,744	79,070	464,862	396,952	492,050	369,764	.....	3,407	10,006	574,858	273,543	861,814	26
27	Georgetown, D. C	68,630	39,861	21,724	86,767	102,635	5,856	399	1,446	20,977	83,245	2,424	108,491	27
28	Gloucester, Mass	77,032	29,971	107,003	.....	53,759	53,244	.....	.....	41,457	.....	65,546	107,003	28
29	Hartford, Conn	516,127	59,419	.....	575,546	317,550	257,996	.....	2,929	.....	572,156	461	575,546	29
30	Huron, Mich	655,452	1,739,889	2,126,674	268,667	2,080,105	315,236	2,032,479	205,845	.....	95,388	61,629	2,395,341	30
31	Indianapolis, Ind	201,769	18,646	.....	220,415	213,604	6,811	50	3,312	.....	214,459	2,594	220,415	31
32	Kansas City, Mo	350,640	22,318	.....	372,958	361,085	11,873	.....	6,834	.....	366,124	.....	372,958	32
33	Key West, Fla	988,423	43,748	1,032,171	.....	382,967	649,204	.....	987,908	39,170	.....	5,093	1,032,171	33
34	Louisville, Ky	185,484	428,333	.....	613,817	185,451	428,366	.....	.....	.....	613,817	.....	613,817	34
35	Marblehead, Mass	11,125	1,922	13,047	.....	13,047	.....	.....	.....	.....	.....	13,047	13,047	35

36	Memphis, Tenn	37,727	10,168	.....	47,895	38,032	9,863	.....	9,829	.....	38,066	.....	47,895	36
37	Miami, Ohio	37,741	11,843	1,605	47,979	49,584	.....	7,403	92	70	42,019	.....	49,584	37
38	Milwaukee, Wis	532,644	37,344	52,487	517,501	569,988	.....	45,318	.....	4,660	519,578	432	569,988	38
39	Minnesota, Minn	862,965	969,002	944,682	887,285	940,962	891,005	944,923	16,777	147	725,338	144,782	1,831,967	39
40	Mobile, Ala	31,811	29,735	61,546	.....	61,546	.....	.....	.....	10,235	27,437	23,874	61,546	40
41	Newark, N. J	10,311	21,783	32,094	.....	32,094	.....	.....	.....	23,089	.....	9,005	32,094	41
42	New Bedford, Mass	32,940	39,121	72,061	.....	71,308	753	.....	.....	2,286	7,480	62,295	72,061	42
43	New Haven, Conn	183,382	85,562	228,186	40,758	158,192	110,752	.....	4,238	126,845	36,520	101,341	268,944	43
44	New London, Conn	87,760	14,793	102,553	.....	15,381	87,172	.....	.....	81,074	.....	21,479	102,553	44
45	New Orleans, La	4,409,228	5,242,907	9,634,917	17,218	8,680,446	971,689	266,830	1,421,085	100,934	7,391,502	471,784	9,652,135	45
46	New York, N. Y	305,457,827	151,240,804	454,548,427	2,150,204	373,555,951	83,142,680	7,049	33,874,266	28,195,197	354,876,611	39,745,508	456,698,631	46
47	Niagara, N. Y	2,610,365	894,746	3,505,111	.....	2,917,189	587,922	3,505,111	.....	.....	.....	.....	3,505,111	47
48	Norfolk and Portsmouth, Va	54,458	45,498	99,382	574	99,910	46	.....	3,000	7,676	54,115	35,165	99,956	48
49	Oregon, Oreg	231,188	250	231,438	.....	231,438	.....	.....	1,650	.....	.....	229,788	231,438	49
50	Oswegatchie, N. Y	1,475,400	1,050,827	2,526,227	.....	1,959,379	566,848	.....	1,388,525	57,933	876,562	203,207	2,526,227	50
51	Oswego, N. Y	4,520,571	38,768	4,550,339	.....	2,205,039	2,354,300	.....	.....	254,074	1,066,090	3,239,175	4,559,339	51
52	Paso del Norte, Tex. and N. Mex.	198,060	3,333,604	3,531,664	.....	3,520,770	10,894	3,531,664	.....	.....	.....	.....	3,531,664	52
53	Passamaquoddy, Me	301,238	288,864	590,102	.....	560,613	29,489	92,802	394,957	18,958	8,205	75,180	590,102	53
54	Pearl River, Miss	28,222	3,418	31,640	.....	31,640	.....	.....	.....	15,704	.....	15,936	31,640	54
55	Pensacola, Fla	10,160	46,169	56,329	.....	56,329	.....	.....	.....	25	.....	56,304	56,329	55
56	Perth Amboy, N. J	337,493	485	337,978	.....	337,978	.....	.....	.....	.....	320,461	17,517	337,978	56
57	Philadelphia, Pa	33,955,024	5,997,325	35,574,090	4,378,259	28,039,348	11,913,001	.....	2,308,546	5,366,206	26,919,481	5,358,116	39,952,349	57
58	Pittsburgh, Pa	856,832	89,832	.....	946,664	788,862	157,802	670	37,838	.....	908,156	.....	946,664	58
59	Plymouth, Mass	63,535	.....	63,535	.....	.....	63,535	.....	.....	.....	63,535	.....	63,535	59
60	Portland and Falmouth, Me	1,694,325	308,063	1,987,013	15,375	752,338	1,250,050	106,265	26,415	741,085	389,006	739,617	2,002,388	60
61	Portsmouth, N. H	2,994	28,957	31,951	.....	31,951	.....	2,877	.....	1,089	.....	27,985	31,951	61
62	Providence, R. I	451,979	106,267	133,650	424,596	532,692	25,554	.....	.....	59,662	432,522	66,062	558,246	62
63	Puget Sound, Wash	62,057	285,761	347,818	.....	347,818	.....	882	318,496	21,607	2,806	4,027	347,818	63
64	Richmond, Va	93,280	22,259	46,967	68,572	115,539	.....	.....	.....	38,561	68,572	8,406	115,539	64
65	Saint Joseph, Mo	93,140	22,038	.....	115,178	102,328	12,850	.....	528	.....	114,650	.....	115,178	65
66	Saint Louis, Mo	2,882,192	411,284	.....	3,293,476	2,967,378	326,098	7,997	251,970	16,275	2,969,896	47,338	3,293,476	66
67	Salem and Beverly, Mass	117,243	9,910	127,153	.....	127,153	.....	.....	.....	1,670	.....	125,483	127,153	67
68	Saluria, Tex	98,411	111,799	210,210	.....	210,182	28	210,210	.....	.....	.....	.....	210,210	68
69	San Diego, Cal	112,059	73,536	184,799	796	185,595	.....	83,950	1,436	45,664	714	53,831	185,595	69
70	Sandusky, Ohio	8,412	45,250	53,662	.....	53,662	.....	18	46,729	2,622	1,435	2,858	53,662	70
71	San Francisco, Cal	12,506,201	28,201,507	37,597,092	3,110,616	37,795,601	2,912,107	.....	14,963,314	9,684,290	10,249,948	5,810,156	40,707,708	71
72	Savannah, Ga	43,527	158,238	190,193	11,572	182,895	18,870	.....	4,687	17,375	85,865	93,838	201,765	72
73	Superior, Mich	32,970	72,873	105,843	.....	105,843	.....	5,073	29,924	2,153	67,692	1,001	105,843	73
74	Teche, La	1,445	421,954	423,399	.....	422,069	1,330	.....	423,399	.....	.....	.....	423,399	74
75	Vermont, Vt	3,973,831	1,599,117	5,572,649	299	4,876,726	696,222	5,572,649	.....	.....	299	.....	5,572,948	75
76	Waldoborough, Me	307	62,188	62,495	.....	62,495	.....	.....	.....	2,460	.....	60,035	62,495	76
77	Willamette, Oreg	328,492	56,355	349,725	35,122	362,513	22,334	.....	29,918	15,238	22,280	317,411	384,847	77
78	Wilmington, Cal	341,082	.....	341,082	.....	341,082	.....	23	.....	113,640	1	227,418	341,082	78
79	Wilmington, N. C	47,997	87,617	135,614	.....	135,484	130	.....	.....	22,393	849	112,372	135,614	79
80	Wiscasset, Me	2,381	10,495	12,876	.....	11,040	1,836	.....	.....	6,771	.....	6,105	12,876	80
81	Yorktown, Va	181,078	68,084	249,162	.....	248,554	608	.....	66,301	.....	176,527	6,334	249,162	81
82	All other customs districts *a*	58,783	37,919	88,311	8,391	94,664	2,038	5,200	1,149	25,523	8,619	56,211	96,702	82
	Total	458,098,637	234,221,131	656,476,999	35,842,769	558,714,642	133,605,126	27,562,059	60,685,426	60,680,067	476,170,712	67,221,504	692,319,768	

a See Statement No. 4*a* for imports into the several customs districts included herein.

No. 4a.—*Quantities and Values of* **IMPORTS** *of* **MERCHANDISE** *into* **ALL OTHER CUSTOMS DISTRICTS,** *included in the General Statement of Imports by Customs Districts, No. 4, on line No. 82, during the* **Year** *ending June 30,* **1887.**

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.													
		ANIMALS, NOT ELSEWHERE SPECIFIED.	Articles, the growth, produce, or manufacture of the United States, returned.	CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.						Coffee.		Eggs.		FISH, NOT ELSEWHERE SPECIFIED.	
		All other, including fowls.		Dye-woods in sticks. Logwood.		Mineral waters, all not artificial.		Sulphur, or brimstone, crude.						All other.	
		Dollars.	*Dollars.*	*Tons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dozens.*	*Dollars.*	*Dollars.*	
1	Alexandria, Va														1
2	Apalachicola, Fla	15													2
3	Atlanta, Ga														3
4	Beaufort, N. C			156	1,560										4
5	Beaufort, S. C					300	250	660	10,560						5
6	Brunswick, Ga														6
7	Castine, Me														7
8	Fairfield, Conn														8
9	Fall River, Mass														9
10	Frenchman's Bay, Me														10
11	Humboldt, Cal		115							2,466	204				11
12	Kennebunk, Me														12
13	Machias, Me		150												13
14	Michigan Mich														14
15	Montana and Idaho		2,834												15
16	Newburyport, Mass											467	52		16
17	Newport, R. I											98	20		17
18	Pamlico, N. C									64,400	3,880				18
19	Saco, Me														19
20	Saint Augustine, Fla														20
21	Saint John's, Fla		56											14	21
22	Stonington, Conn														22
	Total	15	3,155	156	1,560	300	250	660	10,560	66,866	4,084	565	72	14	

No. 4a.—IMPORTS *of* MERCHANDISE *into* ALL OTHER CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	FREE OF DUTY.									
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			Household and personal effects, and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad.	Plaster of Paris, or sulphate of lime, unground.		Wood, unmanufactured, not elsewhere specified.	All other free articles.	TOTAL FREE OF DUTY.	
		Bananas.	Cocoanuts.	All other.							
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alexandria, Va					6,745	6,771			6,771	1
2	Apalachicola, Fla									15	2
3	Atlanta, Ga										3
4	Beaufort, N. C									1,560	4
5	Beaufort, S. C									10,810	5
6	Brunswick, Ga	373	41	42						456	6
7	Castine, Me										7
8	Fairfield, Conn					671	547			547	8
9	Fall River, Mass										9
10	Frenchman's Bay, Me										10
11	Humboldt, Cal									319	11
12	Kennebunk, Me										12
13	Machias, Me			428	394			22	8	1,002	13
14	Michigan, Mich				70					70	14
15	Montana and Idaho			136						2,970	15
16	Newburyport, Mass				20					72	16
17	Newport, R. I									20	17
18	Pamlico, N. C	57	38							3,975	18
19	Saco, Me					175	96			96	19
20	Saint Augustine, Fla	1,380	49	35					293	1,757	20
21	Saint John's, Fla	4,607	650	262	50				690	6,329	21
22	Stonington, Conn							1,150		1,150	22
	Total	6,417	778	903	534	7,591	7,414	1,172	991	37,919	

No. 4a.—IMPORTS *of* MERCHANDISE *into* ALL OTHER CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		ANIMALS, NOT ELSEWHERE SPECIFIED.		BREADSTUFFS.		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.	CLOCKS AND WATCHES, AND PARTS OF.	Coal, bituminous.		COPPER, AND MANUFACTURES OF.		COTTON, MANUFACTURES OF.			FANCY ARTICLES.	
		Horses.		Oats.		All other.	Watches, and parts of, and watch materials and movements.			Pigs, bars, ingots, old, and other unmanufactured.		Thread (not on spools), yarn, warps, or warp-yarn.		All other.	All other.	
		No.	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Lbs.*	*Dollars.*	*Lbs.*	*Dollars.*	*Dollars*	*Dollars.*	
1	Alexandria, Va															1
2	Apalachicola, Fla					22		27	84							2
3	Atlanta, Ga															3
4	Beaufort, N. C															4
5	Beaufort, S. C							94	288							5
6	Brunswick, Ga							103	261							6
7	Castine, Me															7
8	Fairfield, Conn											215	169	1,049		8
9	Fall River, Mass							1,720	990							9
10	Frenchman's Bay, Me															10
11	Humboldt, Cal							1,669	4,868	6,874	258					11
12	Kennebunk, Me															12
13	Machias, Me															13
14	Michigan, Mich															14
15	Montana and Idaho	5	1,265	1,037	583		25									15
16	Newburyport, Mass							5,697	4,506							16
17	Newport, R. I															17
18	Pamlico, N. C															18
19	Saco, Me															19
20	Saint Augustine, Fla															20
21	Saint John's, Fla														61	21
22	Stonington, Conn															22
	Total	5	1,265	1,037	583	22	25	9,310	10,997	6,874	258	215	169	1,049	61	

No. 4a.—IMPORTS *of* MERCHANDISE *into* ALL OTHER CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.													
		FISH, NOT ELSEWHERE SPECIFIED.			FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.						GLASS AND GLASS-WARE.	Hats, bonnets, and hoods, and materials for.	IRON AND STEEL, AND MANUFACTURES OF.		
		Herring. Pickled or salted.		All other.	Lemons.	Oranges.	Raisins.		Preserved fruits.	All other fruits.	Bottles, vials, demijohns, carboys, and jars, empty or filled.		Scrap, fit only to be remanufactured. Iron, wrought and cast.		
		Bbls.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Lbs.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	
1	Alexandria, Va														1
2	Apalachicola, Fla								7		5			7	2
3	Atlanta, Ga														3
4	Beaufort, N. C														4
5	Beaufort, S. C														5
6	Brunswick, Ga					931	420	21							6
7	Castine, Me														7
8	Fairfield, Conn														8
9	Fall River, Mass														9
10	Frenchman's Bay, Me	1	4	667											10
11	Humboldt, Cal												11	54	11
12	Kennebunk, Me														12
13	Machias, Me														13
14	Michigan, Mich														14
15	Montana and Idaho														15
16	Newburyport, Mass			27											16
17	Newport, R. I														17
18	Pamlico, N. C					40									18
19	Saco, Me														19
20	Saint Augustine, Fla									12					20
21	Saint John's, Fla				11	1,206			2	7		3			21
22	Stonington, Conn														22
	Total	1	4	694	11	2,177	420	21	9	19	5	3	11	61	

No. 4a.—IMPORTS *of* MERCHANDISE *into* ALL OTHER CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.															
		MALT LIQUORS.		Paper, and manufactures of.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.		Salt.		SILK, MANUFACTURES OF.	SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS.				Sponges.	SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.		
		In bottles or jugs.			Dairy products. Butter.				All other.	Brandy.		All other.			Molasses.		
		Gallons.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pf. galls.*	*Dollars.*	*Pf. galls.*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	
1	Alexandria, Va																1
2	Apalachicola, Fla									16	42	5	12				2
3	Atlanta, Ga			1,348													3
4	Beaufort, N. C																4
5	Beaufort, S. C									40	286	75	80				5
6	Brunswick, Ga			61			1,568,000	1,579									6
7	Castine, Me						1,584,403	1,680									7
8	Fairfield, Conn						681,024	603	199	83	159						8
9	Fall River, Mass																9
10	Frenchman's Bay, Me	82	65									76	109				10
11	Humboldt, Cal											30	24				11
12	Kennebunk, Me																12
13	Machias, Me						99,450	200									13
14	Michigan, Mich																14
15	Montana and Idaho																15
16	Newburyport, Mass				20	4											16
17	Newport, R. I																17
18	Pamlico, N. C									12	61	64	68		30,774	4,038	18
19	Saco, Me																19
20	Saint Augustine, Fla													34			20
21	Saint John's, Fla													14			21
22	Stonington, Conn																22
	Total	82	65	1,409	20	4	3,932,877	4,062	199	151	548	250	293	48	30,774	4,038	

No. 4a.—IMPORTS *of* MERCHANDISE *into* ALL OTHER CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.														
		SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.		TOBACCO, AND MANUFACTURES OF.				VEGETABLES.				WINES.				
		Sugar, Dutch standard in color.		Leaf.		Manufactures of.		Potatoes.		All other.		Still wines.				
		Above No. 13, and not above No. 20.				Cigars, cigarettes, and cheroots.				In their natural state, or in salt or brine.	Prepared or preserved.	In casks.		In bottles.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dozens.*	*Dollars.*	
1	Alexandria, Va							534	262							1
2	Apalachicola, Fla									9		6	3			2
3	Atlanta, Ga															3
4	Beaufort, N. C															4
5	Beaufort, S. C															5
6	Brunswick, Ga										13					6
7	Castine, Me															7
8	Fairfield, Conn															8
9	Fall River, Mass							3,082	600							9
10	Frenchman's Bay, Me													2	12	10
11	Humboldt, Cal	7,391	221													11
12	Kennebunk, Me															12
13	Machias, Me															13
14	Michigan, Mich															14
15	Montana and Idaho			41	24											15
16	Newburyport, Mass							55	21							16
17	Newport, R. I							2,600	525							17
18	Pamlico, N. C															18
19	Saco, Me															19
20	Saint Augustine, Fla															20
21	Saint John's, Fla					255	675	3,730	1,371	147						21
22	Stonington, Conn															22
	Total	7,391	221	41	24	255	675	10,001	2,779	156	13	6	3	2	12	

No. 4a.—IMPORTS *of* MERCHANDISE *into* ALL OTHER CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	DUTIABLE.												
		WOOD, AND MANUFACTURES OF.						WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.					All other dutiable articles.	
		Unmanufactured, not elsewhere specified.	Lumber.			Manufactures of.		Manufactures of.						
			Boards, planks, deals, and other sawed lumber.		Other lumber.	Cabinet-ware and house-furniture.	All other.	Carpets and carpeting of all kinds.		Cloths.		All other.		
		Dollars.	*M feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Sq. yards.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alexandria, Va													1
2	Apalachicola, Fla												44	2
3	Atlanta, Ga							5,395	5,322					3
4	Beaufort, N. C													4
5	Beaufort, S. C													5
6	Brunswick, Ga												106	6
7	Castine, Me													7
8	Fairfield, Conn		244	2,440								145	1,054	8
9	Fall River, Mass		470	4,603	1,131		844							9
10	Frenchman's Bay, Me		10	90										10
11	Humboldt, Cal													11
12	Kennebunk, Me		77	816	25									12
13	Machias, Me	25												13
14	Michigan, Mich													14
15	Montana and Idaho						8			35	41	98		15
16	Newburyport, Mass		242	1,421										16
17	Newport, R. I		282	2,016	1,507									17
18	Pamlico, N. C													18
19	Saco, Me													19
20	Saint Augustine, Fla												33	20
21	Saint John's, Fla					2	5						12	21
22	Stonington, Conn		546	4,106	907									22
	Total	25	1,871	15,492	3,570	2	857	5,395	5,322	35	41	243	1,249	

No. 4a.—IMPORTS *of* MERCHANDISE *into* ALL OTHER CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS AND PORTS INTO WHICH IMPORTED.	RECAPITULATION.												
		TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	Imported direct from foreign countries.	Imported through other ports, without appraisement.	Entered for immediate consumption.	Entered for warehouse.	Brought in cars and other land vehicles.	BROUGHT IN AMERICAN VESSELS.		BROUGHT IN FOREIGN VESSELS.		TOTAL VALUE OF IMPORTS OF MERCHANDISE.	
									Steam.	Sail.	Steam.	Sail.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alexandria, Va	262	6,771	7,033		7,033				7,033			7,033	1
2	Apalachicola, Fla	235	15	250		250				12		238	250	2
3	Atlanta, Ga	6,670			6,670	6,670					6,670		6,670	3
4	Beaufort, N. C		1,560	1,560		1,560				1,560			1,560	4
5	Beaufort, S. C	654	10,810	11,464		11,464					180	11,284	11,464	5
6	Brunswick, Ga	2,972	456	3,428		3,428					48	3,380	3,428	6
7	Castine, Me	1,680		1,680			1,680			1,680			1,680	7
8	Fairfield, Conn	5,818	547	4,644	1,721	6,365				603	1,721	4,041	6,365	8
9	Fall River, Mass	8,168		8,168		8,168						8,168	8,168	9
10	Frenchman's Bay, Me	947		947		789	158	186				761	947	10
11	Humboldt, Cal	5,425	319	5,744		5,744				876		4,868	5,744	11
12	Kennebunk, Me	841		841		841						841	841	12
13	Machias, Me	225	1,002	1,227		1,027	200			472		755	1,227	13
14	Michigan, Mich		70	70		70			70				70	14
15	Montana and Idaho	2,044	2,970	5,014		5,014		5,014					5,014	15
16	Newburyport, Mass	5,979	72	6,051		6,051				734		5,317	6,051	16
17	Newport, R. I	4,048	20	4,068		4,068				487		3,581	4,068	17
18	Pamlico, N. C	4,207	3,975	8,182		8,182				8,182			8,182	18
19	Saco, Me		96	96		96						96	96	19
20	Saint Augustine, Fla	79	1,757	1,836		1,836				1,836			1,836	20
21	Saint John's, Fla	3,516	6,329	9,845		9,845			1,079	2,048		6,718	9,845	21
22	Stonington, Conn	5,013	1,150	6,163		6,163						6,163	6,163	22
	Total	58,783	37,919	88,311	8,391	94,664	2,038	5,200	1,149	25,523	8,619	56,211	96,702	

No. 5.—SUMMARY STATEMENT, *by* ARTICLES, *of the Quantities and Values of* **IMPORTS** *of* **MERCHANDISE** *during the* **Year** *ending June* 30, **1887.**

ARTICLES.		Quantities.	Values.
FREE OF DUTY.			
ANIMALS, NOT ELSEWHERE SPECIFIED:			*Dollars.*
Cattle	No.	14,365	412,336
Horses	No.	17,650	2,408,679
Sheep	No.	28,547	57,935
All other, including fowls		.....	259,251
Total		.....	3,138,201
Articles, the growth, produce, or manufacture of the United States, returned		.....	9,256,932
Art works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists		.....	473,562
Asphaltum, or bitumen, crude	lbs.	55,105,035	100,697
Bark, hemlock	cords.	60,587	272,956
Bolting-cloths		.....	271,400
Books and other printed matter, not elsewhere specified		.....	971,203
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED:			
Alizarine, natural or artificial	lbs.	2,095,212	356,748
Argal, or argol, or crude tartar, and argol dust	lbs.	22,024,768	3,412,987
Barks: Cinchona, or other, used in the manufacture of quinia	lbs.	4,788,044	741,653
Cochineal	lbs.	492,304	139,146
Dye-woods in sticks—			
Logwood	tons.	59,265	1,044,219
All other		.....	284,741
Total		.....	1,328,960
Gums—			
Arabic	lbs.	467,782	160,740
Camphor, crude	lbs.	2,857,222	350,529
Cutch, or catechu, and terra japonica, or gambia	lbs.	25,598,212	1,211,257
Shellac	lbs.	4,722,538	564,251
All other gums and gum-resins, not elsewhere specified	lbs.	16,582,619	2,251,139
Total	lbs.	50,228,373	4,537,916
Indigo	lbs.	3,469,182	2,734,117
Lime, chloride of, or bleaching-powder	lbs.	103,087,827	1,573,167
Licorice-root	lbs.	79,603,835	1,670,041
Mineral waters, all not artificial	galls.	1,834,411	379,149
Potash, muriate of	lbs.	38,569,614	574,097
Quinia, sulphate of, salts of, and cinchonidia	oz.	2,753,962	1,143,630
Soda, nitrate of	lbs.	172,174,889	2,614,161
Sulphur, or brimstone, crude	tons.	97,383	1,688,360
Vanilla beans	lbs.	137,479	775,413
All other		.....	3,355,714
Total chemicals, drugs, etc		.....	27,025,259
Cocoa, or cacao, crude, and leaves and shells of	lbs.	12,271,558	1,670,012
Coffee	lbs.	526,109,170	56,347,600
Coir yarn	lbs.	4,605,529	140,462
Cork wood, or cork bark, unmanufactured		.....	1,239,247
Cotton, unmanufactured	lbs.	3,924,531	533,928
Diamonds, rough or uncut, including glaziers' diamonds		.....	271,384
Eggs	doz.	13,936,054	1,960,396
Farinaceous substances, and preparations of, not elsewhere specified		.....	721,404
FERTILIZERS:			
Guano	tons.	12,804	334,038
Phosphates, crude or native, for fertilizing purposes	tons.	26,552	254,656
All other		.....	1,182,187
Total		.....	1,770,881
FISH, NOT ELSEWHERE SPECIFIED:			
Fresh—			
Salmon	lbs.	1,104,090	106,553
All other	lbs.	27,420,847	646,298
Lobsters, canned or preserved		.....	337,047
All other		.....	68,961
Total		.....	1,158,859

No. 5.—SUMMARY, *by* ARTICLES, *of* **IMPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
FREE OF DUTY—Continued.		
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED:		*Dollars.*
Bananas		2,682,143
Cocoa-nuts		819,271
All other		1,266,245
Total		4,767,659
Furs and fur-skins, undressed		2,476,285
Hair, not elsewhere specified		2,405,110
HIDES AND SKINS, OTHER THAN FUR-SKINS:		
Goat-skins		5,848,128
All other		18,370,973
Total		24,219,101
Household and personal effects, and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad		2,643,999
India-rubber and gutta-percha, crude ... lbs.	28,649,446	13,756,783
IVORY:		
Animal ... lbs.	164,284	485,508
Vegetable ... lbs.	5,776,515	144,663
OILS, NOT ELSEWHERE SPECIFIED:		
Fixed or expressed ... lbs.	18,268,778	850,277
Volatile or essential ... lbs.	1,492,041	884,945
Total		1,735,222
PAPER-STOCK, CRUDE:		
Rags, other than woolen ... lbs.	120,571,949	2,111,422
All other		2,429,176
Total		4,540,598
Plaster of Paris, or sulphate of lime, unground ... tons.	146,933	162,492
Platinum, unmanufactured ... lbs.	3,863	438,516
Plumbago ... cwts.	169,021	331,621
Seeds, not medicinal, not elsewhere specified		595,737
SILK, UNMANUFACTURED:		
Cocoons ... lbs.	540,192	407,517
Eggs (silk-worms')		4,712
Raw, or as reeled from the cocoon ... lbs.	4,599,574	18,687,245
Waste ... lbs.	888,325	543,323
Total		19,642,797
SPICES, UNGROUND:		
Nutmegs ... lbs.	1,288,559	539,291
Pepper ... lbs.	13,255,161	1,819,609
All other ... lbs.	15,769,381	953,752
Total		3,312,652
Tea ... lbs.	89,831,221	16,771,802
Tin, bars, blocks, or pigs, grain or granulated ... lbs.	29,645,511	6,927,696
Wood, unmanufactured, not elsewhere specified		3,548,191
ARTICLES ADMITTED FREE UNDER RECIPROCITY TREATY WITH HAWAIIAN ISLANDS:		
Rice ... lbs.	9,263,700	383,985
Molasses ... galls.	113,574	14,712
Sugar, brown ... lbs.	218,290,835	9,255,351
Total		9,654,048
All other free articles		8,336,268
TOTAL FREE OF DUTY		234,221,131

No. 5.—SUMMARY, *by* ARTICLES, *of* **IMPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE.		
ANIMALS, NOT ELSEWHERE SPECIFIED:		*Dollars.*
Cattle.....No..	72,665	979,696
Horses.....No..	38,725	2,464,303
Sheep.....No..	451,253	1,187,847
All other.....	.....	46,151
Total.....	.....	4,677,997
Art-works, not elsewhere specified: Paintings, in oil or water colors, and statuary.....	.....	2,332,436
Books, maps, engravings, etchings, and other printed matter, not elsewhere specified.....	.....	2,717,788
Brass, and manufactures of.....	.....	415,954
BREADSTUFFS:		
Barley.....bush..	10,355,594	6,173,208
Corn.....bush..	30,536	16,636
Oats.....bush..	87,380	29,579
Oatmeal.....lbs..	939,502	37,857
Rye.....bush..	18,469	10,720
Wheat.....bush..	277,842	218,867
Wheat-flour.....bbls..	1,013	3,302
All other breadstuffs, and preparations of, used as food, not elsewhere specified.....	.....	150,059
Total.....	.....	6,640,228
Bristles.....lbs..	1,196,242	1,174,333
Brushes.....	.....	548,516
Buttons, except of brass, gilt, or silk, and button-molds, and button materials made in patterns or cut for buttons exclusively.....	.....	3,767,506
Cement.....bbls..	1,079,944	1,108,819
CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED:		
Coal-tar colors and dyes.....	.....	1,540,067
Glycerine.....lbs..	12,765,072	1,094,607
Logwood and other dye-woods, extracts and decoctions of.....lbs..	3,396,467	233,204
Opium—		
Crude.....lbs..	568,263	1,332,765
Prepared for smoking.....lbs..	66,232	583,461
Potash, nitrate of, or saltpeter, crude.....lbs..	10,313,866	288,287
Soda—		
Bicarbonate of.....lbs..	2,548,580	48,730
Carbonate, including sal-soda and soda-ash.....lbs..	287,704,468	3,009,621
Caustic.....lbs..	84,689,458	1,622,873
All other salts of.....lbs..	15,739,772	49,703
Total.....lbs..	390,682,278	4,730,927
Sumac, ground.....lbs..	16,127,445	388,624
All other.....	.....	3,399,726
Total chemicals, drugs, etc.....	.....	13,591,668
Clays or earths of all kinds, including china-clay, or kaoline.....tons..	38,007	288,571
CLOCKS AND WATCHES, AND PARTS OF:		
Clocks, and parts of.....	.....	378,167
Watches, and parts of, and watch materials and movements.....	.....	1,503,240
Total.....	.....	1,881,407
Coal, bituminous.....tons..	906,634	2,715,442
COPPER, AND MANUFACTURES OF:		
Ore (fine copper contained therein).....lbs..	4,219,182	214,645
Pigs, bars, ingots, old, and other unmanufactured.....lbs..	111,941	6,420
All other manufactures of.....	.....	116,982
Total copper, etc., not including copper ore.....	.....	123,402
Corsets.....	.....	1,063,296
COTTON, MANUFACTURES OF:		
Cloths—		
Not bleached, dyed, colored, stained, painted, or printed.sq. yards..	3,021,696	301,636
Bleached, dyed, colored, stained, painted, or printed.....sq. yards..	24,928,404	3,033,946
Total.....sq. yards..	27,950,100	3,335,582

No. 5.—SUMMARY, *by* ARTICLES, *of* **IMPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
COTTON, MANUFACTURES OF—Continued.		
Clothing, ready-made, and other wearing-apparel, not including knit goods		*Dollars.* 436,356
Embroideries, laces, insertings, trimmings, and lace window-curtains		10,467,073
Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting machines, or frames, or knit by hand		6,910,104
Thread (not on spools), yarn, warps, or warp-yarn ... lbs.	1,894,798	919,994
All other		6,871,244
Total cotton, manufactures of		28,940,353
EARTHEN, STONE, AND CHINA WARE:		
China, porcelain, parian, and bisque, earthen, stone, and crockery ware—		
Not decorated or ornamented		1,029,600
Decorated or ornamented		3,622,107
All other		1,065,220
Total		5,716,927
FANCY ARTICLES:		
Beads (except amber) and bead ornaments		1,858,257
Dolls and other toys		1,658,886
Fans, except palm-leaf		490,302
Feathers, ornamental, natural		1,693,498
Feathers and flowers, artificial		407,558
Perfumeries, cosmetics, and all toilet preparations		385,362
Pipes of all kinds, and smokers' articles		187,596
All other		490,809
Total		7,172,268
FISH, NOT ELSEWHERE SPECIFIED:		
Anchovies and sardines, packed in oil or otherwise		801,181
Cod, haddock, hake, and pollock, dried, smoked, or pickled ... lbs.	14,714,375	407,130
Herring—		
Dried or smoked ... lbs.	5,607,879	89,453
Pickled or salted ... bbls.	107,386	747,485
Mackerel, pickled ... bbls.	79,172	640,542
Salmon, pickled ... bbls.	4,707	68,998
All other		317,019
Total		3,071,808
FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF:		
Unmanufactured—		
Flax ... tons.	7,140	1,922,182
Hemp, and all substitutes for hemp ... tons.	32,739	4,041,522
Jute ... tons.	88,514	2,616,128
Sisal-grass, and other vegetable substances ... tons.	36,355	3,733,001
Total ... tons.	164,748	12,312,833
Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value—		
Bags and bagging, and like manufactures		997,270
Burlaps, (except for bagging for cotton)		3,826,580
Brown or bleached linens, ducks, canvas, paddings, cot-bottoms, diapers, crash, huckabacks, hankerchiefs, and lawns		13,310,309
Cables and cordage ... lbs.	926,237	83,550
Thread, twine, and pack-thread		638,564
Yarns ... lbs.	14,732,754	786,188
All other		2,290,567
Total		21,933,028
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED:		
Figs ... lbs.	8,724,583	487,602
Lemons		3,835,147
Oranges		2,408,140
Prunes ... lbs.	92,032,625	2,999,648
Raisins ... lbs.	40,673,288	2,281,981
Preserved fruits		748,493
All other fruits		1,799,462

No. 5.—SUMMARY, *by* ARTICLES, *of* **IMPORTS** *of* **MERCHANDISE**--**Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED—Continued.		
Nuts—		*Dollars.*
Almonds ..... lbs.	5,482,363	597,476
All other	.....	682,878
Total	.....	15,840,827
Furs, dressed on the skin, and manufactures of fur	.....	4,809,334
GLASS AND GLASSWARE:		
Bottles, vials, demijohns, carboys, and jars, empty or filled	.....	739,240
Cylinder, crown, and common window-glass, unpolished ..... lbs.	62,355,416	1,420,159
Cylinder and crown glass, polished—		
Unsilvered ..... sq. feet.	269,557	85,500
Silvered ..... sq. feet.	2,963	1,262
Plate glass—		
Fluted, rolled, or rough ..... sq. feet.	2,225,509	90,899
Unsilvered ..... sq. feet.	3,967,876	1,191,134
Silvered ..... sq. feet.	4,580,876	1,647,154
All other	.....	2,144,547
Total	.....	7,319,895
Hair, not elsewhere specified, and manufactures of	.....	212,046
Hats, bonnets, and hoods, and materials for	.....	4,819,086
Hay ..... tons.	78,368	790,394
Hops ..... lbs.	18,538,049	3,404,669
India-rubber and gutta-percha, manufactures of	.....	266,031
IRON AND STEEL, AND MANUFACTURES OF:		
Ore, iron ..... tons.	1,141,774	2,118,357
Pig-iron ..... tons.	418,919	6,528,795
Scrap, fit only to be remanufactured—		
Iron, wrought and cast ..... tons.	245,755	3,519,821
Steel ..... tons.	26,012	349,444
Bar-iron, rolled or hammered ..... lbs.	74,072,160	1,357,758
Bars, railway—		
Of iron ..... tons.	17	341
Of steel, or in part of steel ..... tons.	77,026	1,487,834
Cotton-ties, or hoops for bailing purposes, of iron and steel ..... lbs.	28,238,241	348,575
Hoop, band, and scroll iron ..... lbs.	51,588	728
Hoops, bands, strips, sheets, and plates, of steel ..... lbs.	35,188,856	573,807
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified ..... lbs.	639,378,399	5,816,568
Sheet, plate, and taggers' iron ..... lbs.	15,073,730	546,562
Tin-plates, terne-plates, or taggers' tin ..... lbs.	572,220,397	16,910,890
Wire rods (rivet, screw, nail, and fence), round, in coils and loops, of iron or steel ..... lbs.	322,538,910	4,076,865
Wire, and wire rope and strand, iron or steel ..... lbs.	4,872,977	519,994
Manufactures of, not elsewhere specified—		
Anvils, axles, and forgings, of iron or steel ..... lbs.	2,393,622	129,483
Chains, of iron or steel ..... lbs.	1,607,298	84,360
Cutlery	.....	1,882,544
Files, file-blanks, rasps, and floats	.....	68,311
Fire-arms	.....	958,972
Machinery	.....	1,924,374
Needles	.....	316,223
All other	.....	1,800,915
Total iron and steel, etc., not including iron-ore	.....	49,203,164
JEWELRY, MANUFACTURES OF GOLD AND SILVER, AND PRECIOUS STONES:		
Jewelry, and manufactures of gold and silver	.....	846,700
Precious stones, not elsewhere specified, and imitations of, not set	.....	10,557,557
Lead, and manufactures of	.....	699,282
LEATHER, AND MANUFACTURES OF:		
Leather—		
Bend, belting, and all sole-leather	.....	54,247
Calf-skins, tanned or tanned and dressed	.....	1,502,517
Skins for morocco	.....	2,401,530
Upper-leather of all other kinds, dressed, and skins, dressed and finished	.....	2,491,381
Total	.....	6,449,675

No. 5.—SUMMARY, *by* ARTICLES, *of* **IMPORTS** *of* **MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
LEATHER, AND MANUFACTURES OF—Continued.		
Manufactures of—		*Dollars.*
Gloves, kid and leather		4,159,112
All other		591,158
Total		4,750,270
Malt, barley ... bush.	209,960	153,363
MALT-LIQUORS:		
In bottles or jugs ... galls.	1,015,582	852,035
Not in bottles or jugs ... galls.	1,276,513	403,129
Total ... galls.	2,292,095	1,255,164
MARBLE AND STONE, AND MANUFACTURES OF:		
Marble and manufactures of, not elsewhere specified		564,051
Stone and manufactures of, including slate		418,743
Total		982,794
METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED:		
Bronze manufactures		827,078
All other		2,247,745
Total		3,074,823
Mineral substances, not elsewhere specified		197,338
Musical instruments, and parts of		1,577,395
OILS, NOT ELSEWHERE SPECIFIED:		
Animal—		
Whale and fish ... galls.	174,278	79,653
Other ... galls.	11,845	3,387
Mineral ... galls.	290,536	11,583
Vegetable—		
Fixed or expressed—		
Olive ... galls.	744,766	662,197
Other ... galls.	498,086	172,782
Volatile or essential ... lbs.	122,266	127,874
Total		1,057,476
Paints and colors		1,214,283
Paper, and manufactures of		2,028,235
PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS:		
Meat products—		
Meats, prepared, of all kinds, and meat extracts		272,651
All other		162,202
Dairy products—		
Butter ... lbs.	236,100	38,125
Cheese ... lbs.	6,592,192	874,261
Milk, preserved or condensed		459,000
Total		1,806,239
RICE, NOT ELSEWHERE SPECIFIED:		
Rice ... lbs.	46,765,396	922,305
Rice, granulated, or rice-meal ... lbs.	47,921,263	754,089
Total ... lbs.	94,686,659	1,676,394
Salt ... lbs.	780,336,362	1,438,031
SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED:		
Linseed, or flaxseed ... bush.	415,179	418,202
All other		434,368
Total		852,570
SILK, MANUFACTURES OF:		
Clothing, ready-made, and other wearing-apparel		568,372
Dress and piece goods		13,387,599
Laces		2,419,490

No. 5.—SUMMARY, *by* ARTICLES, *of* **IMPORTS** *of* **MERCHANDISE**—**Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
SILK, MANUFACTURES OF—Continued.		*Dollars.*
Ribbons		1,845,678
All other		13,126,784
Total		31,347,923
SOAP:		
Fancy, perfumed, and all descriptions of toilet soap ... lbs.	461,600	197,168
All other		242,496
Total		439,664
Spices, ground ... lbs.	667,624	168,760
SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS:		
Brandy ... proof galls.	421,141	1,091,456
All other ... proof galls.	1,101,349	864,012
Total ... proof galls.	1,522,490	1,955,468
Sponges		343,311
SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY:		
Molasses ... galls.	37,894,126	5,340,763
Sugar, Dutch standard in color—		
Not above No. 13, and tank bottoms, sirups, melada, etc ... lbs.	2,918,103,240	69,153,830
Above No. 13, and not above No. 20 ... lbs.	25,043	1,017
All above No. 20 ... lbs.	24,122	1,026
Sugar candy and confectionery		22,971
Total		74,519,607
TOBACCO, AND MANUFACTURES OF:		
Leaf ... lbs.	17,519,194	8,704,950
Manufactures of—		
Cigars, cigarettes, and cheroots ... lbs.	1,115,491	3,345,060
All other		126,453
Total manufactures of		3,471,513
VEGETABLES:		
Beans and pease ... bush.	648,388	607,853
Potatoes ... bush.	1,432,490	543,091
Pickles and sauces		387,177
All other—		
In their natural state, or in salt or brine		516,319
Prepared or preserved		295,911
Total		2,350,351
WINES:		
Champagne and other sparkling ... doz.	255,656	3,382,907
Still wines—		
In casks ... galls.	3,383,593	2,345,565
In bottles ... doz.	253,132	1,327,613
Total		7,056,085
WOOD, AND MANUFACTURES OF:		
Unmanufactured, not elsewhere specified		17,862
Timber, sawed and hewn		918
Lumber—		
Boards, planks, deals, and other sawed lumber ... M feet.	559,236	6,854,401
Shingles ... M.	89,169	185,385
Other lumber		818,573
Manufactures of—		
Cabinet-ware and house-furniture		424,793
All other		1,196,241
Total		9,498,173
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF:		
Unmanufactured—		
Clothing wools ... lbs.	17,963,982	3,431,567
Combing wools ... lbs.	10,721,753	2,528,560
Carpet and other similar wools ... lbs.	85,352,295	10,464,352
Total ... lbs.	114,038,030	16,424,479

No. 5.—SUMMARY, *by* ARTICLES, *of* **IMPORTS** *of* **MERCHANDISE**—**Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
WOOLS, HAIR OF THE ALPACA, GOAT, ETC.—Continued.		
Manufactures of—		*Dollars.*
Carpets and carpeting of all kinds ..... sq. yards..	960, 775	1, 426, 296
Clothing, ready-made, and other wearing-apparel, except shawls and knit goods	.....	1, 524, 313
Cloths ..... lbs..	9, 060, 132	10, 282, 481
Dress-goods, women's and children's ..... sq. yards..	78, 042, 186	17, 211, 934
Knit goods	.....	1, 939, 804
Rags, shoddy, mungo, waste, and flocks ..... lbs..	4, 834, 636	1, 843, 823
Shawls	.....	1, 056, 638
Yarns ..... lbs..	2, 912, 792	1, 736, 598
All other	.....	7, 880, 831
Total	.....	44, 902, 718
ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF:		
In blocks or pigs, and old ..... lbs..	8, 006, 372	256, 383
Manufactures of	.....	33, 797
Total	.....	290, 180
All other dutiable articles	.....	4, 814, 838
TOTAL VALUE OF DUTIABLE MERCHANDISE	.....	458, 098, 637
TOTAL VALUE OF MERCHANDISE FREE OF DUTY	.....	234, 221, 131
TOTAL VALUE OF IMPORTS OF MERCHANDISE	.....	692, 319, 768
IMPORTED DIRECT FROM FOREIGN COUNTRIES	.....	656, 476, 999
IMPORTED THROUGH EXTERIOR PORTS, WITHOUT APPRAISEMENT.	.....	35, 842, 769
ENTERED FOR IMMEDIATE CONSUMPTION	.....	558, 714, 642
ENTERED FOR WAREHOUSE	.....	133, 605, 126
BROUGHT IN CARS AND OTHER LAND VEHICLES	.....	27, 562, 059
BROUGHT IN AMERICAN VESSELS: Steam	.....	60, 685, 426
Sail	.....	60, 680, 067
BROUGHT IN FOREIGN VESSELS: Steam	.....	476, 170, 712
Sail	.....	67, 221, 504

No. 6.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

IMPORTED MERCHANDISE NOT ENUMERATED,

BUT INCLUDED IN

THE PRECEDING STATEMENTS, NOS. 3, 4, 4*a*, AND 5, UNDER THE GENERAL CLASSES "ALL OTHER FREE ARTICLES" AND "ALL OTHER DUTIABLE ARTICLES,"

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 6.—*Quantities and Values of* **IMPORTS** *of* **MERCHANDISE NOT** *the general classes "All other free articles" and "All other*

	ARTICLES.	Baltimore, Md.		Bangor, Me.	
	FREE OF DUTY.	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*
1	Aluminium ..... lbs				
2	Amber beads				
	Articles specially imported:				
3	For the use of the United States				
4	For the use of religious, educational, etc., institutions		4,537		
5	Specimens of natural history, etc		834		55
6	Works of art, and all other articles, not elsewhere specified				
7	Asbestos, unmanufactured				
8	Bismuth ..... lbs				
9	Bladders, crude				
10	Bologna sausages		678		
11	Bones, crude (not for fertilizers)				90
12	Brazil pebbles, for spectacles				
13	Burr-stone, rough or unmanufactured				
14	Cabinets of coins, medals, and antiquities		455		
15	Chalk, unmanufactured ..... tons				
16	Cliffstone, unmanufactured ..... tons				
	Coal, not elsewhere specified:				
17	Anthracite ..... tons				
18	Charcoal ..... tons			6	40
19	Curry and curry-powder				
20	Diamond-dust, or bort				
21	Fans, common palm-leaf ..... doz				
22	Fashion plates		1,080		
23	Feathers for beds, and downs		5,598		28
24	Felt, adhesive, for sheathing vessels				
	Fibers, not elsewhere specified:				
25	Coir and cocoa ..... cwts				
26	Istle or tampico ..... tons				
27	Other vegetable ..... lbs	3,813	284		
28	Fish-sounds, or fish-bladders ..... lbs			16,002	8,357
29	Flowers and grasses, natural				
30	Glass-plate or disks, unwrought, for optical instruments				
31	Gold and silver sweepings				
32	Gold-beaters' molds and gold-beaters' skins				
33	Gold-size				
34	Grease, for use as soap-stock ..... lbs			3,121	62
35	Gut, manufactured or unmanufactured, including catgut strings, or gut cord, for musical instruments		2,182		
36	Hide cuttings, raw, and all glue-stock		3,064		860
37	Hones and whetstones				
38	Hoofs and horns, unmanufactured, horn strips and tips		582		325
39	Lithographic stones, not engraved		1,755		
40	Loadstones and magnets		236		
41	Manuscripts				
42	Medals of gold, silver, or copper		462		
43	Meerschaum, crude				
44	Mica				
45	Minerals, crude, not elsewhere specified		391		
46	Models of inventions and other improvements in art		90		
47	Moss and other vegetable substances used for beds, etc		213		
48	Oakum ..... cwts				
49	Oil-cake ..... lbs				
	Ores, not elsewhere specified:				
50	Emery ..... cwts				
51	Gold				
52	Silver				
53	Parchment				
54	Plants, trees, shrubs, and vines, not elsewhere specified		4,573		13
55	Platinum-vases and other apparatus for chemical uses				
56	Polishing-stones				
57	Pumice and pumice-stone		405		
58	Rennets				
59	Rice-root and broom-root ..... lbs				
60	Rottenstone and tripoli				
61	Sauerkraut		693		
62	Sausage-skins		13		
63	Shells, not manufactured		36		
64	Skeletons, and other preparations of anatomy				
65	Straw, unmanufactured ..... tons			29	246
66	Talc				
67	Tanning materials, not elsewhere specified				
68	Teasels				
69	Terra alba, aluminous, or bauxite ..... lbs				
70	Whalebone, unmanufactured ..... lbs				
71	Yams ..... lbs				
72	All other free articles		77		623
	TOTAL FREE OF DUTY		28,238		10,699

ENUMERATED, *but included in the preceding statements, Nos.* 3, 4, 4*a, and* 5, *under dutiable articles," during the* **Year** *ending June* 30, **1887.**

Boston and Charlestown, Mass.		Buffalo, N. Y.		Champlain, N. Y.		Chicago, Ill.		Cincinnati, Ohio.		Corpus Christi, Tex.		
Quantities.	*Dollars.*	*Quantities.*	*Dolls.*	*Quantities.*	*Dolls.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dolls.*	*Quantities.*	*Dollars.*	
												1
	127						491		30			2
	729											3
	11,967		694		1,369		3,686		2,477			4
	1,791				435				296			5
	6,225						1,448				20	6
			1,050		8,450		2					7
												8
												9
	93						421					10
	118		248		2,585							11
							1,951					12
												13
	42						154		1,717			14
3,360	3,999											15
1,457	10,956											16
												17
		8	48				3					18
	602						44					19
	5,240						12,853					20
32	15					542	49					21
									20			22
	95,320		123		15		1,409		425			23
	5,440											24
												25
										1,047	65,214	26
3,814	375											27
84,957	27,273											28
												29
	637											30
	90				1,113							31
	768											32
	197						44		11			33
79,011	3,187											34
	33,122		221				27,366		6,059			35
	197,541		13,462		403							36
	2,525						658					37
	1,320				650		827		508			38
	4,311		128				2,024		3,454			39
	123						94		22			40
	5											41
					10							42
							507					43
					1,711							44
	818				50							45
	208						15					46
	614											47
1,411	6,117	5	41			45	282					48
		3,775,800	55,580									49
18,340	22,880											50
											12	51
					10		98				234,709	52
	2,645						55		251			53
	32,393						4,245		1,018		831	54
	414						4,070					55
	2,554											56
	262						49					57
							2,912					58
												59
	208											60
	38											61
	6,803						27,559		380			62
	5,859								66			63
	641		30				1,008					64
4	25	63	327	1,723	5,777							65
												66
	45											67
	228											68
989,115	2,312											69
4,480	948											70
												71
	4,745		60		634		230		53		8	72
	504,895		72,012		23,212		94,554		16,787		300,794	

No. 6.—IMPORTS *of* MERCHANDISE NOT

	ARTICLES.	Baltimore, Md.		Bangor, Me.	
	DUTIABLE.	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*
1	Blacking of all kinds		15		
2	Brooms				
3	Candles and tapers		626		
4	Carbon, prepared				
5	Chalk, prepared		89		
6	Chicory root, burnt, or prepared, ground or unground ... lbs.				
7	Chocolate ... lbs.				
8	Cocoa, prepared or manufactured ... lbs.				
9	Cocoa butter *a*, and other manufactures of cocoa				
10	Coffee substitutes ... lbs.	175	7		
11	Coke ... tons				
12	Corks and cork bark, manufactured		346		
13	Egg-yelks				
14	Emery, manufactured ... lbs.				
15	Felt, roofing				
16	Flowers and grasses, natural, manufactured				
17	Ginger ale ... doz. bottles	4,599	3,101		
18	Ginger, preserved or pickled				
19	Glucose ... lbs.				
20	Glue, not elsewhere specified ... lbs.				
21	Glue, liquid, and vegetable size				
	Grease, not elsewhere specified:				
22	Enfleurage pomades				
23	All other ... lbs.				
	Gunpowder, and all explosive substances:				
24	Fire-crackers				
25	Fulminates				
26	Gunpowder ... lbs.				
27	Percussion caps		1,788		
28	Gun-wads		653		
29	Honey ... galls.				
30	Inks of all kinds, and ink-powders		4		
31	Jet, manufactures and imitations of				
32	Lime ... bbls.			17,071	8,255
33	Matches				
34	Matting		4,391		
35	Milk, fresh				
36	Oil-cake, not from cotton or flax seed				
	Pencils:				
37	Pencil-leads, not in wood				
38	Wood, filled with lead or other material ... gross	27	64		
39	Philosophical instruments				
40	Photographs		45		8
41	Plaster of Paris, ground or calcined ... tons				
42	Polishing powders				
43	Prune wine ... galls.				
44	Repairs on vessels				
45	Sand				
46	Starch ... lbs.				
47	Straw, manufactures of		3,192		
48	Sugar drainings and sweepings				
49	Tar and pitch ... bbls.				
50	Teeth, manufactured				
51	Toothpicks, quill		1		3
	Umbrellas, parasols, shades, and parts of:				
52	Covered with silk or alpaca		1,093		
53	All other		24		
54	Ribs, frames, and other parts of				
55	Varnishes ... galls.	95	292		
56	Vinegar ... galls.				
57	Waste, not elsewhere specified				
	Wax:				
58	Bees-wax ... lbs.	129	33		
59	Sealing-wax, and manufactures of wax, not elsewhere specified		1		
60	Whalebone, manufactures of				
61	Wood-pulp and paper-pulp ... lbs.				
62	All other dutiable articles				112
	TOTAL DUTIABLE		15,765		8,378
	TOTAL FREE OF DUTY		28,238		10,699
	TOTAL		44,003		19,077

a Included in dutiable vegetable oils after February 1, 1887.

ENUMERATED, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

Boston and Charlestown, Mass.		Buffalo, N. Y.		Champlain, N. Y.		Chicago, Ill.		Cincinnati, Ohio.		Corpus Christi, Tex.		
Quantities.	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	
.....	5,284	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	140	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
.....	2,073	.....	.....	.....	.....	.....	78	.....	22	.....	1	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	1,265	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	5
45,515	1,099	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
63,308	13,046	.....	.....	.....	.....	2,642	594	.....	.....	940	317	7
75,013	24,606	.....	.....	.....	.....	4,400	1,267	.....	.....	.....	.....	8
.....	799	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
24	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	310	.....	.....	.....	45	.....	9	.....	2	.....	1	12
.....	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
261,085	10,159	.....	.....	.....	.....	28	2	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	9	.....	721	.....	.....	.....	.....	16
14,980	10,144	.....	.....	.....	.....	6,778	4,615	500	222	.....	.....	17
.....	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
13,765	579	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
265,885	15,528	.....	.....	.....	.....	2,407	141	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	11,228	.....	.....	.....	.....	22
7,006,879	89,546	.....	.....	.....	.....	34,431	2,608	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	39	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	332	.....	.....	.....	.....	28
3,375	1,310	114	93	.....	.....	.....	.....	.....	.....	5	5	29
.....	1,897	.....	143	.....	8	.....	444	.....	852	.....	.....	30
.....	1,962	.....	.....	.....	.....	.....	299	.....	.....	.....	.....	31
2,310	693	5,610	2,240	.....	.....	.....	.....	.....	.....	126	63	32
.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	33
.....	6,038	.....	.....	.....	.....	.....	1,665	.....	.....	.....	5	34
.....	.....	.....	.....	.....	1,614	.....	.....	.....	.....	.....	.....	35
83,330	9,150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	70	.....	.....	37
310	543	2	2	.....	.....	49	142	197	263	.....	.....	38
.....	3,033	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	4,755	.....	.....	.....	260	.....	22	.....	.....	.....	12	40
2,051	9,884	36	90	.....	.....	.....	.....	.....	.....	.....	.....	41
.....	820	.....	.....	.....	.....	.....	182	.....	32	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	544	.....	1,811	.....	.....	.....	.....	44
.....	328	.....	12,343	.....	.....	.....	.....	.....	.....	.....	.....	45
2,340	74	.....	.....	60	3	74,059	1,534	.....	.....	.....	.....	46
.....	540	.....	45	.....	5	.....	504	.....	56	.....	.....	47
.....	144	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
31	56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	702	.....	.....	.....	.....	.....	.....	.....	137	.....	.....	51
.....	1,800	.....	131	.....	.....	.....	10,575	.....	1,130	.....	9	52
.....	927	.....	.....	.....	.....	.....	396	.....	133	.....	.....	53
.....	522	.....	.....	.....	.....	.....	207	.....	.....	.....	.....	54
1,987	7,715	185	628	.....	.....	1,909	5,948	442	854	.....	.....	55
1,241	400	.....	.....	.....	.....	9,542	1,465	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	65	.....	.....	.....	.....	.....	.....	57
6,958	1,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
.....	558	.....	.....	.....	18	.....	95	.....	.....	.....	16	59
.....	.....	.....	.....	.....	.....	.....	29	.....	.....	.....	.....	60
3,175,080	55,718	.....	.....	278,940	3,534	.....	.....	.....	.....	.....	.....	61
.....	1,254	.....	.....	.....	546	.....	1,154	.....	10	.....	.....	62
.....	286,892	.....	15,715	.....	6,652	.....	48,108	.....	3,783	.....	429	
.....	504,895	.....	72,012	.....	23,212	.....	94,554	.....	16,787	.....	300,794	
.....	791,787	.....	87,727	.....	29,864	.....	142,662	.....	20,570	.....	301,223	

No. 6.—IMPORTS *of* MERCHANDISE NOT

	ARTICLES.	Detroit, Mich.		Huron, Mich.	
	FREE OF DUTY.	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*
1	Aluminium ..... lbs.				
2	Amber beads				
	Articles specially imported:				
3	For the use of the United States				
4	For the use of religious, educational, etc., institutions		65		2,120
5	Specimens of natural history, etc				
6	Works of art, and all other articles, not elsewhere specified				
7	Asbestos, unmanufactured		214		1,316
8	Bismuth ..... lbs.				
9	Bladders, crude		408		
10	Bologna sausages		4		
11	Bones, crude (not for fertilizers)				
12	Brazil pebbles, for spectacles				
13	Burr-stone, rough or unmanufactured				
14	Cabinets of coins, medals, and antiquities				
15	Chalk, unmanufactured ..... tons				
16	Cliffstone, unmanufactured ..... tons				
	Coal, not elsewhere specified:				
17	Anthracite ..... tons	9	36		
18	Charcoal ..... tons	5,457	43,670		
19	Curry and curry-powder				
20	Diamond-dust, or bort				
21	Fans, common palm-leaf ..... doz				
22	Fashion plates				
23	Feathers for beds, and downs		484		
24	Felt, adhesive, for sheathing vessels				
	Fibers, not elsewhere specified:				
25	Coir and cocoa ..... cwts				
26	Istle or tampico ..... tons				
27	Other vegetable ..... lbs				
28	Fish sounds, or fish-bladders ..... lbs	95	48		
29	Flowers and grasses, natural				
30	Glass-plate or disks, unwrought, for optical instruments				
31	Gold and silver sweepings				
32	Gold-beaters' molds and gold-beaters' skins				
33	Gold-size				
34	Grease, for use as soap-stock ..... lbs	3,700	88	1,050	31
35	Gut, manufactured or unmanufactured, including catgut strings, or gut cord, for musical instruments				
36	Hide cuttings, raw, and all glue-stock		853		377
37	Hones and whetstones				
38	Hoofs and horns, unmanufactured, horn strips and tips				
39	Lithographic stones, not engraved		1,004		
40	Loadstones and magnets				
41	Manuscripts				
42	Medals of gold, silver, or copper				
43	Meerschaum, crude				
44	Mica				3,056
45	Minerals, crude, not elsewhere specified				
46	Models of inventions and other improvements in art				
47	Moss and other vegetable substances used for beds, etc				
48	Oakum ..... cwts			11	81
49	Oil-cake ..... lbs				
	Ores, not elsewhere specified:				
50	Emery ..... cwts				
51	Gold				
52	Silver				100
53	Parchment				
54	Plants, trees, shrubs, and vines, not elsewhere specified		998		2,421
55	Platinum, vases, and other apparatus for chemical uses				
56	Polishing-stones				
57	Pumice and pumice-stone		2		
58	Rennets				
59	Rice-root and broom-root ..... lbs				
60	Rottenstone and tripoli				
61	Sauerkraut		18		
62	Sausage-skins		1,098		152
63	Shells, not manufactured				
64	Skeletons, and other preparations of anatomy				
65	Straw, unmanufactured ..... tons	250	1,337		
66	Talc				
67	Tanning materials, not elsewhere specified				
68	Teasels				
69	Terra alba, aluminous, or bauxite ..... lbs				
70	Whalebone, unmanufactured ..... lbs				
71	Yams ..... lbs				
72	All other free articles		326		1,168
	TOTAL FREE OF DUTY		50,653		10,822

ENUMERATED, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

Milwaukee, Wis.		New Orleans, La.		New York, N. Y.		Niagara, N. Y.		Oswegatchie, N. Y.		Paso del Norte, Tex. and N. Mex.		
Quantities.	*Dolls.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dolls.*	*Quantities.*	*Dollars.*	
.....	.....	.....	.....	744	8,814	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	8,208	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	12,204	.....	.....	.....	.....	.....	.....	3
.....	891	.....	1,830	.....	140,122	.....	.....	.....	535	.....	123	4
.....	87	.....	.....	.....	22,442	.....	146	.....	55	.....	.....	5
.....	.....	.....	.....	.....	82,586	.....	200	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	9	.....	.....	7
.....	.....	.....	.....	27,513	50,547	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	34	.....	.....	.....	.....	.....	.....	9
.....	100	.....	222	.....	46,168	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	116	.....	31,386	.....	3,349	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	27,508	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	1,861	.....	23,799	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	180,969	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	36,382	19,537	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	6,718	9,270	.....	.....	.....	.....	.....	.....	16
.....	.....	102	310	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	25	521	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	215	.....	2,189	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	15,503	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	1,250,578	66,297	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	4,225	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	3	.....	89,575	.....	.....	.....	9	.....	51	23
.....	.....	.....	608	.....	18,921	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	6,066	7,900	.....	.....	.....	.....	.....	.....	25
.....	.....	421	37,340	681	60,680	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	1,031,200	29,683	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	247,852	79,177	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	14,553	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	15,864	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	50	.....	5,027	.....	500	.....	.....	31
.....	.....	.....	.....	.....	17,874	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	6,924	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	977,181	34,256	.....	.....	.....	.....	.....	.....	34
.....	259	.....	68	.....	121,435	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	192,666	.....	.....	.....	43	.....	.....	36
.....	3	.....	13	.....	17,292	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	4	.....	229,116	.....	.....	.....	389	.....	.....	38
.....	1,735	.....	.....	.....	71,580	.....	.....	.....	.....	.....	.....	39
.....	18	.....	.....	.....	5,111	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	8,073	.....	.....	.....	.....	.....	24	41
.....	.....	.....	370	.....	7,772	.....	.....	.....	.....	.....	8	42
.....	.....	.....	.....	.....	34,416	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	47,376	.....	910	.....	50	.....	.....	44
.....	.....	.....	51	.....	7,371	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	7,219	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	720	.....	60,600	.....	.....	.....	.....	.....	.....	47
.....	.....	90	482	275	1,846	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	336,978	2,557	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	34,660	35,567	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	50	.....	2,761	.....	.....	.....	6,650	.....	.....	51
.....	.....	.....	124,490	.....	230,907	.....	2,000	.....	50	.....	3,038,229	52
.....	.....	.....	4	.....	13,253	.....	.....	.....	.....	.....	.....	53
.....	156	.....	692	.....	168,047	.....	6,856	.....	1,045	.....	.....	54
.....	.....	.....	.....	.....	45,994	.....	.....	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	42	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	50	.....	25,193	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	53,099	.....	.....	.....	.....	.....	.....	58
.....	.....	5,100	490	806,259	66,281	.....	.....	.....	.....	.....	.....	59
.....	.....	.....	.....	.....	5,348	.....	.....	.....	.....	.....	.....	60
.....	.....	.....	.....	.....	8,538	.....	.....	.....	.....	.....	.....	61
.....	6,376	.....	368	.....	230,796	.....	.....	.....	.....	.....	.....	62
.....	78	.....	837	.....	91,933	.....	.....	.....	.....	.....	36	63
.....	.....	.....	.....	.....	4,544	.....	.....	.....	.....	.....	.....	64
.....	.....	.....	.....	.....	.....	.....	.....	9	29	.....	.....	65
.....	.....	.....	.....	.....	40,460	.....	.....	.....	.....	.....	.....	66
.....	.....	.....	.....	.....	20,109	.....	.....	.....	.....	.....	.....	67
.....	.....	.....	.....	.....	2,234	.....	.....	.....	.....	.....	.....	68
.....	.....	200	4	4,468,871	9,764	.....	.....	.....	.....	.....	.....	69
.....	.....	.....	.....	3,303	1,130	.....	.....	.....	.....	.....	.....	70
.....	.....	.....	.....	.....	69	.....	.....	.....	.....	.....	.....	71
.....	128	.....	20	.....	12,844	.....	1,646	.....	405	.....	240	72
.....	9,831	.....	171,218	.....	3,011,129	.....	20,134	.....	9,779	.....	3,038,711	

No. 6.—IMPORTS *of* MERCHANDISE NOT

	ARTICLES.	Detroit, Mich.		Huron, Mich.	
	DUTIABLE.	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*
1	Blacking of all kinds		4		
2	Brooms				
3	Candles and tapers		41		
4	Carbon, prepared				
5	Chalk, prepared				
6	Chicory root, burnt, or prepared, ground or unground ... lbs.	5,997	292		
7	Chocolate ... lbs.	428	111		
8	Cocoa, prepared or manufactured ... lbs.				
9	Cocoa-butter, *a* and other manufactures of cocoa				
10	Coffee substitutes ... lbs.				
11	Coke ... tons.				
12	Corks and cork bark, manufactured		11		
13	Egg-yolks				
14	Emery, manufactured ... lbs.				
15	Felt, roofing				
16	Flowers and grasses, natural, manufactured				
17	Ginger ale ... doz. bottles.	310	217		
18	Ginger, preserved or pickled				
19	Glucose ... lbs.	40	1		
20	Glue, not elsewhere specified ... lbs.				
21	Glue, liquid, and vegetable size				
	Grease, not elsewhere specified:				
22	Enfleurage pomades		4,970		
23	All other ... lbs.	750	20	5,400	189
	Gunpowder and all explosive substances:				
24	Fire-crackers				
25	Fulminates				
26	Gunpowder ... lbs.				
27	Percussion caps				
28	Gun-wads				
29	Honey ... galls.	32	38	8	7
30	Inks of all kinds and ink-powders		27		
31	Jet, manufactures and imitations of				
32	Lime ... bbls.				
33	Matches				
34	Matting		3		
35	Milk, fresh		452		62
36	Oil-cake, not from cotton or flax seed				
	Pencils:				
37	Pencil-leads, not in wood				
38	Wood, filled with lead or other material ... gross.	1	1		
39	Philosophical instruments				
40	Photographs		523		73
41	Plaster of Paris, ground or calcined ... tons.				
42	Polishing powders				
43	Prune wine ... galls.				
44	Repairs on vessels		12		
45	Sand				68
46	Starch ... lbs.	55	1	14	3
47	Straw, manufactures of				
48	Sugar drainings and sweepings				
49	Tar and pitch ... bbls.	5	14		
50	Teeth, manufactured		10		
51	Toothpicks, quill				
	Umbrellas, parasols, shades, and parts of:				
52	Covered with silk or alpaca		124		
53	All other				
54	Ribs, frames, and other parts of				
55	Varnishes ... galls.	51	155		
56	Vinegar ... galls.	42	15		
57	Waste, not elsewhere specified				
	Wax:				
58	Beeswax ... lbs.				
59	Sealing-wax and manufactures of wax not elsewhere specified				
60	Whalebone, manufactures of				
61	Wood-pulp and paper-pulp ... lbs.	194,600	1,875	581,850	17,377
62	All other dutiable articles		121		30
	TOTAL DUTIABLE		9,038		17,809
	TOTAL FREE OF DUTY		50,653		10,822
	TOTAL		59,691		28,631

a Included in dutiable vegetable oils after February 1, 1887.

ENUMERATED, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

Milwaukee, Wis.		New Orleans, La.		New York, N. Y.		Niagara, N. Y.		Oswegatchie, N. Y.		Paso del Norte, Tex. and N. Mex.		
Quantities.	*Dolls.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dolls.*	*Quantities.*	*Dolls.*	*Quantities.*	*Dolls.*	
.....	.....	.....	6	.....	53,924	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	3,979	.....	.....	.....	.....	.....	.....	2
.....	45	.....	358	.....	34,428	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	3,893	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	2	.....	10,144	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	4,881,006	154,682	.....	.....	.....	.....	.....	.....	6
147	51	18,383	4,271	161,221	46,080	.....	.....	.....	.....	866	444	7
.....	.....	4,206	1,340	337,193	90,325	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	16,901	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	107,105	6,415	.....	.....	.....	.....	.....	.....	10
.....	.....	2,019	5,189	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	23,479	.....	679	.....	173,791	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	2,684	.....	.....	.....	.....	.....	.....	13
.....	.....	1,095	477	177,796	8,253	.....	.....	192	17	.....	.....	14
.....	.....	.....	.....	.....	1,889	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	22,283	.....	.....	.....	.....	.....	.....	16
100	44	9,459	6,345	162,428	107,825	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	12,816	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	1,770,437	35,044	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	4,298,277	440,528	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	4,897	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	412	.....	169,704	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	1,405,315	26,567	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	395,326	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	17	.....	.....	.....	10,082	.....	.....	25
.....	.....	.....	.....	500	591	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	1,653	.....	75,012	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	7	.....	15,046	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	143,074	45,678	5	5	3	2	.....	.....	29
.....	.....	.....	886	.....	82,952	.....	.....	.....	2	.....	3	30
.....	.....	.....	.....	.....	55,584	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	54,145	21,509	.....	.....	5	5	114	119	32
.....	.....	.....	.....	.....	31,531	.....	.....	.....	1,370	.....	.....	33
.....	.....	.....	185	.....	768,399	.....	.....	.....	.....	.....	24	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	720	35
.....	.....	.....	.....	3,521	466	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	28,710	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	49,251	94,051	.....	.....	.....	.....	.....	.....	38
.....	27	.....	.....	.....	780	.....	.....	.....	.....	.....	.....	39
.....	21	.....	30	.....	28,308	.....	178	.....	.....	.....	302	40
5	194	.....	.....	2,893	21,289	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	1	.....	26,055	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	8,920	15,127	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	220	7	231,447	5,068	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	301	.....	16,661	.....	.....	.....	2,236	.....	38	47
.....	.....	.....	137	.....	4,290	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	1,496	5,976	.....	.....	.....	.....	1	17	49
.....	.....	.....	.....	.....	13,890	.....	.....	.....	.....	.....	.....	50
.....	14	.....	144	.....	16,212	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	1,317	.....	18,428	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	16,286	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	26,743	.....	.....	.....	.....	.....	.....	54
.....	.....	10	10	17,087	50,258	.....	.....	.....	.....	.....	.....	55
60	18	24,057	5,021	29,868	7,483	.....	.....	1,005	64	.....	.....	56
.....	.....	.....	.....	.....	21,471	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	3,433	833	.....	.....	25	6	10	7	58
.....	.....	.....	44	.....	2,456	.....	.....	.....	.....	.....	284	59
.....	.....	.....	1	.....	1,055	.....	.....	.....	.....	.....	.....	60
.....	.....	211,430	2,109	44,185,316	398,873	444,375	4,445	130,725	2,187	.....	.....	61
.....	2	.....	59	.....	16,737	.....	2	.....	128	.....	363	62
.....	23,895	.....	30,991	.....	3,756,203	.....	4,630	.....	16,137	.....	2,321	
.....	9,831	.....	171,218	.....	3,011,129	.....	20,134	.....	9,779	.....	3,038,711	
.....	33,726	.....	202,209	.....	6,767,332	.....	24,764	.....	25,916	.....	3,041,032	

No. 6.—IMPORTS *of* MERCHANDISE NOT

	ARTICLES.	Philadelphia, Pa.		Saint Louis, Mo.	
	FREE OF DUTY.	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*
1	Aluminium ... lbs.	46	462		6
2	Amber beads		114		
	Articles specially imported:				
3	For the use of the United States		1,054		
4	For the use of religious, educational, etc., institutions		27,470		6,701
5	Specimens of natural history, etc		1,107		
6	Works of art, and all other articles, not elsewhere specified		1,827		4,760
7	Asbestos, unmanufactured				
8	Bismuth ... lbs.	33,862	61,698	31,438	57,432
9	Bladders, crude				
10	Bologna sausages		1,599		18
11	Bones, crude (not for fertilizers)		18,133		
12	Brazil pebbles, for spectacles				
13	Burr-stone, rough or unmanufactured				
14	Cabinets of coins, medals, and antiquities		1,262		
15	Chalk, unmanufactured ... tons	14,920	9,623		
16	Cliffstone, unmanufactured ... tons	2,976	4,343		
	Coal, not elsewhere specified:				
17	Anthracite ... tons				
18	Charcoal ... tons	59	2,446	1	95
19	Curry and curry-powder		160		
20	Diamond-dust, or bort				
21	Fans, common palm-leaf ... doz				
22	Fashion plates				
23	Feathers for beds, and downs		7,580		
24	Felt, adhesive, for sheathing vessels		456		
	Fibers, not elsewhere specified:				
25	Coir and cocoa ... cwts	167	1,421		
26	Istle or tampico ... tons				
27	Other vegetable ... lbs	12,335	1,832		
28	Fish-sounds, or fish-bladders ... lbs				
29	Flowers and grasses, natural		1,291		
30	Glass-plate or disks, unwrought, for optical instruments		3		
31	Gold and silver sweepings				
32	Gold-beaters' molds and gold-beaters' skins		7,014		
33	Gold-size				
34	Grease, for use as soap-stock ... lbs	451,663	13,766		
35	Gut, manufactured or unmanufactured, including catgut strings, or gut cord, for musical instruments		3,808		251
36	Hide cuttings, raw, and all glue-stock		65,360		
37	Hones and whetstones		687		
38	Hoofs and horns, unmanufactured, horn strips and tips		741		
39	Lithographic stones, not engraved		8,672		925
40	Loadstones and magnets		440		
41	Manuscripts				
42	Medals of gold, silver, or copper		180		
43	Meerschaum, crude		281		274
44	Mica		4		
45	Minerals, crude, not elsewhere specified		428		
46	Models of inventions and other improvements in art		74		
47	Moss and other vegetable substances used for beds, etc		4,019		
48	Oakum ... cwts	45	263		
49	Oil-cake ... lbs				
	Ores, not elsewhere specified:				
50	Emery ... cwts	7,766	9,431		
51	Gold				
52	Silver				
53	Parchment		1,643		
54	Plants, trees, shrubs, and vines, not elsewhere specified		12,755		2,575
55	Platinum, vases, and other apparatus for chemical uses		4,309		323
56	Polishing-stones		53		
57	Pumice and pumice-stones		492		2
58	Rennets				
59	Rice-root and broom-root ... lbs				
60	Rottenstone and tripoli				
61	Sauerkraut		24		
62	Sausage-skins		48		5,144
63	Shells, not manufactured		11,013		25
64	Skeletons, and other preparations of anatomy		2,115		
65	Straw, unmanufactured ... tons				
66	Talc				
67	Tanning materials, not elsewhere specified				
68	Teasels		482		
69	Terra alba, aluminous, or bauxite ... lbs	13,411,233	27,340		
70	Whalebone, unmanufactured ... lbs				
71	Yams				
72	All other free articles		3,556		133
	TOTAL FREE OF DUTY		322,879		78,664

ENUMERATED, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

Saluria, Tex.		San Francisco, Cal.		Vermont, Vt.		All other customs districts.		TOTAL.		
Quantities.	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	
							7	790	9,289	1
							34		9,004	2
							6,175		20,162	3
			1,907		1,864		6,029		214,387	4
			270				3,804		31,322	5
							11,912		108,978	6
					126,164				137,205	7
						1	1	92,814	169,678	8
							7,186		7,628	9
			202				196		49,701	10
							8,684		64,709	11
			2,590						32,049	12
									25,660	13
							258		184,857	14
						1	6	54,663	33,165	15
		1,230	1,496					12,381	26,065	16
		3,760	8,476			51	129	3,922	8,951	17
						25	260	5,581	47,083	18
			752				11		3,973	19
							2		33,598	20
								1,251,152	66,361	21
									5,325	22
			2,434				1,907		204,961	23
			3,771						29,196	24
								6,233	9,321	25
						21	1,638	2,170	164,872	26
								1,051,162	32,174	27
						17,136	6,013	366,042	120,868	28
									15,844	29
							372		16,876	30
			520		5,288				12,588	31
									25,656	32
							269		7,445	33
				77,025	972	5,800	58	1,598,551	52,420	34
			5,980				4,706		205,457	35
					8,293		1,718		484,640	36
			301						21,479	37
							892		235,354	38
							1,816		97,404	39
			89				2		6,135	40
									8,102	41
							220		9,022	42
									35,478	43
							10,133		63,240	44
									9,109	45
							31		7,637	46
							29		66,195	47
		158	982			19	160	2,059	10,254	48
						30,000	375	4,142,778	58,512	49
								60,766	67,878	50
			4,198						13,671	51
	56,406		100,885				10,400		3,798,284	52
									17,851	53
					499		15,558		254,675	54
			3,815						58,925	55
			86				4		2,739	56
									26,455	57
									56,011	58
						5,204	400	816,563	67,171	59
									5,556	60
									9,311	61
									278,737	62
			86,761				1,411		198,055	63
							77		8,415	64
				4,810	20,744	4	18	6,892	28,513	65
									40,460	66
									20,154	67
									2,944	68
						1,258	11	18,870,677	39,431	69
		2,429	4,501					10,212	6,579	70
			2,243				669		2,981	71
	4		75				5,108		32,083	72
	56,410		232,334		163,824		108,689		8,336,268	

No. 6.—IMPORTS *of* MERCHANDISE NOT

	ARTICLES.	Philadelphia, Pa.		Saint Louis, Mo.	
	DUTIABLE.	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*
1	Blacking of all kinds		389		
2	Brooms				
3	Candles and tapers		2,592		1
4	Carbon, prepared		2		
5	Chalk, prepared		2,531		71
6	Chicory root, burnt, or prepared, ground or unground....lbs.			150	9
7	Chocolate....lbs.	22,624	5,328		
8	Cocoa, prepared or manufactured....lbs.	1,920	910		
9	Cocoa butter, *a* and other manufactures of		680		
10	Coffee substitutes....lbs.				
11	Coke....tons.				
12	Corks and cork bark, manufactured		312		7,560
13	Egg-yolks				
14	Emery, manufactured....lbs.	230,519	11,132		
15	Felt, roofing				
16	Flowers and grasses, natural, manufactured		1,753		
17	Ginger ale....doz. bottles.	15,872	10,562		
18	Ginger, preserved or pickled				
19	Glucose....lbs.				
20	Glue, not elsewhere specified....lbs.	115,567	7,269	48,485	4,508
21	Glue, liquid, and vegetable size				
	Grease, not elsewhere specified:				
22	Enfleurage pomades				142
23	All other....lbs.	84,518	1,794		
	Gunpowder, and all explosive substances:				
24	Fire-crackers				
25	Fulminates				
26	Gunpowder....lbs.				
27	Percussion caps		1,068		
28	Gun-wads				
29	Honey....galls.	11	11		
30	Inks of all kinds, and ink-powders		11,024		
31	Jet, manufactures and imitations of		27		32
32	Lime....bbls.				
33	Matches				
34	Matting		847		
35	Milk, fresh				
36	Oil-cake, not from cotton or flax seed				
	Pencils:				
37	Pencil-leads, not in wood		1		
38	Wood, filled with lead or other material....gross.	389	723		
39	Philosophical instruments		7,448		219
40	Photographs		211		
41	Plaster of Paris, ground or calcined....tons.	388	2,105		
42	Polishing powders		2,164		16
43	Prune wine....galls.				
44	Repairs on vessels				
45	Sand				
46	Starch....lbs.	224	12		
47	Straw, manufactures of		3,380		163
48	Sugar drainings and sweepings				
49	Tar and pitch....bbls.	682	743		
50	Teeth, manufactured				
51	Tooth-picks, quill		1,030		231
	Umbrellas, parasols, shades, and parts of:				
52	Covered with silk or alpaca		17,989		
53	All other		447		
54	Ribs, frames, and other parts of		31,280		
55	Varnishes....galls.	1,660	5,551	475	1,389
56	Vinegar....galls.	3,599	964		
57	Waste, not elsewhere specified				
	Wax:				
58	Beeswax....lbs.	134	34		
59	Sealing-wax, and manufactures of wax, not elsewhere specified		21		
60	Whalebone, manufactures of		2		
61	Wood-pulp and paper-pulp....lbs.	144,989	3,378		
62	All other dutiable articles		5,895		32
	TOTAL DUTIABLE		141,609		14,373
	TOTAL FREE OF DUTY		322,879		78,664
	TOTAL		464,488		93,037

a Included in dutiable vegetable oils after February 1, 1887.

ENUMERATED, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

Saluria, Tex.		San Francisco, Cal.		Vermont, Vt.		All other customs districts.		TOTAL.		
Quantities.	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	
.....	.....	.....	3,213	.....	.....	.....	384	.....	63,219	1
.....	.....	.....	134	.....	.....	.....	.....	.....	4,254	2
.....	.....	.....	19	.....	20	.....	29	.....	40,333	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	3,895	4
.....	.....	.....	461	.....	.....	.....	3	.....	14,567	5
.....	.....	363,724	9,598	.....	.....	1,603	89	5,297,995	165,769	6
.....	.....	10,171	3,559	.....	.....	8,233	1,337	288,963	75,138	7
.....	.....	22,074	6,003	.....	.....	.....	.....	444,806	124,451	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	18,380	9
.....	.....	.....	.....	.....	.....	.....	.....	107,304	6,425	10
.....	.....	24,792	75,626	.....	.....	4,319	10,941	31,130	91,756	11
.....	.....	.....	79	.....	180	.....	74	.....	206,878	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,726	13
.....	.....	.....	.....	528	21	.....	.....	671,243	30,061	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,889	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	24,766	16
.....	.....	5,315	3,787	.....	.....	7,631	4,721	227,972	151,583	17
.....	.....	.....	.....	.....	.....	.....	16	.....	12,856	18
.....	.....	.....	.....	400	20	.....	.....	1,784,642	35,644	19
.....	.....	1,340	110	.....	.....	349,448	6,085	5,081,409	474,169	20
.....	.....	.....	.....	.....	.....	.....	364	.....	5,261	21
.....	.....	.....	.....	.....	.....	.....	366	.....	186,822	22
.....	.....	.....	.....	8,974	202	14,493	1,484	8,560,760	122,410	23
.....	.....	.....	22,180	.....	.....	.....	19	.....	417,564	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	10,099	25
.....	.....	.....	.....	.....	.....	30	4	530	595	26
.....	.....	.....	60	.....	.....	.....	.....	.....	79,581	27
.....	.....	.....	362	.....	.....	.....	375	.....	16,775	28
.....	.....	.....	.....	552	508	37	22	147,216	47,679	29
.....	.....	.....	5,165	.....	48	.....	455	.....	103,910	30
.....	.....	.....	.....	.....	.....	.....	162	.....	58,066	31
35	17	.....	.....	37,375	20,496	6,375	3,822	123,166	57,219	32
.....	.....	.....	221	.....	.....	.....	130	.....	33,253	33
.....	.....	.....	104,352	.....	.....	.....	43	.....	885,952	34
.....	.....	.....	.....	.....	717	.....	.....	.....	3,565	35
.....	.....	.....	.....	.....	.....	.....	.....	86,851	9,616	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	28,781	37
.....	.....	30	164	15	41	35	81	50,306	96,075	38
.....	.....	.....	.....	.....	.....	.....	2	.....	11,509	39
.....	.....	.....	.....	.....	24	.....	110	.....	34,882	40
.....	.....	.....	.....	.....	.....	47	269	5,420	33,831	41
.....	.....	.....	.....	.....	.....	.....	8	.....	29,278	42
.....	.....	.....	.....	.....	.....	.....	.....	8,920	15,127	43
.....	.....	.....	.....	.....	.....	.....	1,139	.....	3,544	44
.....	.....	.....	.....	.....	.....	.....	156	.....	12,895	45
.....	.....	306,774	7,656	.....	.....	11,121	337	626,314	14,695	46
.....	.....	.....	24,504	.....	.....	.....	273	.....	51,898	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,571	48
.....	.....	1,927	7,592	.....	.....	103	206	4,245	14,604	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	13,900	50
.....	.....	.....	289	.....	.....	.....	89	.....	18,852	51
.....	.....	.....	.....	.....	.....	.....	1,343	.....	53,939	52
.....	.....	.....	369	.....	.....	.....	5	.....	18,587	53
.....	.....	.....	.....	.....	.....	.....	11	.....	58,763	54
.....	.....	50	279	.....	.....	3,427	9,263	27,378	82,342	55
.....	.....	2,259	412	.....	.....	9,908	1,353	81,581	17,195	56
.....	.....	.....	.....	.....	1,201	.....	.....	.....	22,737	57
.....	.....	.....	.....	104	31	50	5	10,843	2,371	58
.....	.....	.....	.....	.....	.....	.....	23	.....	3,516	59
.....	.....	.....	.....	.....	.....	.....	40	.....	1,127	60
.....	.....	172,530	2,303	2,510,103	56,494	407,649	5,096	52,437,587	553,389	61
.....	371	.....	44	.....	.....	.....	2,444	.....	29,304	62
.....	388	.....	278,541	.....	80,003	.....	53,178	.....	4,814,838	
.....	56,410	.....	232,334	.....	163,824	.....	108,689	.....	8,336,268	
.....	56,798	.....	510,875	.....	243,827	.....	161,867	.....	13,151,106	

No. 7.

STATEMENT

SHOWING THE VALUES

OF

IMPORTS OF COIN AND BULLION,

BY COUNTRIES

AND

BY CUSTOMS DISTRICTS,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 7.—*Statement showing the Values of* **IMPORTS** *of* **COIN** *and* **BULLION,** *June* 30,

IMPORTS OF COIN AND

	COUNTRIES FROM WHICH, AND CUSTOMS DISTRICTS INTO WHICH, IMPORTED.	GOLD.			
		Bars.	Other bullion.	Coin.	
				American.	Foreign.
	COUNTRIES FROM WHICH IMPORTED.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic			3,910	
2	Belgium				45,162
3	Brazil			2,415	
4	Central American States: Costa Rica		5,680	5,413	
5	Guatemala		3,866	3,432	1,690
6	Honduras		5,120	1,100	
7	Nicaragua	15,953	2,000	2,316	1,029
8	San Salvador	1,200	2,945	1,765	
9	China		300	165,150	67,530
10	Danish West Indies		1,103	27,298	
11	France	5,578,780	417,828	242,922	6,193,784
12	French Possessions in Africa and adjacent islands			629	
13	French Possessions, all other			1,055	4,077
14	Germany	6,591,717	12	2,334,242	3,818,298
15	England	5,798,590	4,253	243,488	2,663,206
16	Nova Scotia, New Brunswick, and Prince Edward Island		1,700		
17	Quebec, Ontario, Manitoba, and the Northwest Territory		573	943,636	3,638
18	British Columbia		652,719	21,841	
19	British West Indies		3,500	168,856	204,865
20	British Honduras		43,753	1,890	65
21	British East Indies				
22	British Possessions, Africa and adjacent islands		9,177		3,799
23	British Possessions in Australasia				1,021,769
24	Hawaiian Islands			113,567	
25	Hayti			105,074	
26	Japan			3,297	232,206
27	Liberia				
28	Mexico	259,834	28,449	50,957	396,455
29	Netherlands				210,700
30	Dutch West Indies	9,655	8,345	29,667	4,252
31	Dutch Guiana		6,457		
32	Azore, Madeira, and Cape Verde Islands			34,745	976
33	San Domingo			528	3,000
34	Cuba	8,300	12,372	1,241,731	2,338,570
35	Porto Rico			9,307	28,881
36	Sweden and Norway			1,800	
37	United States of Colombia	54,852	175,806	49,977	19,519
38	Venezuela		65,875	50,501	4,907
	Total	18,318,881	1,451,833	5,862,509	17,277,378

IMPORTS OF COIN AND BULL

	CUSTOMS DISTRICTS INTO WHICH IMPORTED.				
1	Baltimore, Md				
2	Bangor, Me		1,700		
3	Boston and Charlestown, Mass		19,195	18,114	3,819
4	Brazos de Santiago, Tex				
5	Corpus Christi, Tex				
6	Duluth, Minn				
7	Key West, Fla				9,960
8	Minnesota, Minn		573	39,485	3,638
9	Mobile, Ala				
10	New Bedford, Mass			17,327	826
11	New Orleans, La		58,195	1,836	19
12	New York, N. Y	18,057,847	697,687	4,531,520	15,553,007
13	Niagara, N. Y			904,151	
14	Paso del Norte, Tex., and N. Mex	259,834			322,744
15	Pearl River, Miss				
16	Philadelphia, Pa			112	
17	Saluria, Tex				
18	San Francisco, Cal	1,200	674,483	349,964	1,376,546
19	Teche, La				6,819
	Total	18,318,881	1,451,833	5,862,509	17,277,378

by **COUNTRIES** *and by* **CUSTOMS DISTRICTS,** *during the* **Years** *nding* **1887.**

BULLION BY COUNTRIES.

SILVER.				RECAPITULATION.						
Bars.	Other bullion.	Coin.		Brought in cars and other land vehicles.	BROUGHT IN AMERICAN VESSELS.		BROUGHT IN FOREIGN VESSELS.		TOTAL VALUE OF IMPORTS OF GOLD AND SILVER COIN AND BULLION.	
		American.	Foreign.		Steam.	Sail.	Steam.	Sail.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars*	*Dollars.*	*Dollars*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	3,910	.....	3,910	1
.....	.....	.....	.....	.....	.....	.....	45,162	.....	45,162	2
.....	.....	.....	.....	.....	.....	.....	2,415	.....	2,415	3
.....	.....	300	.....	.....	4,250	.....	7,143	.....	11,393	4
.....	.....	2,074	3,000	.....	14,062	.....	.....	.....	14,062	5
.....	.....	436	4,981	.....	6,516	400	2,320	2,401	11,637	6
.....	.....	832	1,895	.....	4,603	.....	19,422	.....	24,025	7
.....	.....	100	2,200	.....	8,210	.....	.....	.....	8,210	8
.....	.....	661,944	86,360	.....	734,774	.....	246,510	.....	981,284	9
.....	.....	9,704	43,504	.....	71,309	.....	10,300	.....	81,609	10
.....	.....	1,379	68,760	.....	.....	.....	12,503,453	.....	12,503,453	11
.....	.....	2,441	.....	.....	.....	3,070	.....	.....	3,070	12
.....	.....	.....	36,191	.....	.....	39,736	1,587	.....	41,323	13
.....	.....	1,225	176,630	.....	.....	.....	12,922,124	.....	12,922,124	14
268	.....	50,621	33,629	.....	.....	.....	8,794,055	.....	8,794,055	15
.....	.....	.....	.....	1,700	.....	.....	.....	.....	1,700	16
500	2,940	48,861	.....	999,048	.....	.....	1,100	.....	1,000,148	17
.....	.....	.....	.....	.....	674,560	.....	.....	.....	674,560	18
.....	.....	73,544	262,137	.....	234,588	.....	467,052	11,262	712,902	19
.....	.....	1,831	143,487	.....	180,486	.....	4,289	6,251	191,026	20
.....	.....	103,000	.....	.....	.....	.....	103,000	.....	103,000	21
.....	.....	3,056	2,433	.....	.....	16,128	.....	2,337	18,465	22
.....	.....	.....	.....	.....	1,020,749	.....	1,020	.....	1,021,769	23
.....	.....	3,092	1,958	.....	6,261	.....	112,356	.....	118,617	24
.....	.....	65,098	39,556	.....	99,098	140	108,990	1,500	209,728	25
.....	.....	4,665	14,169	.....	197,703	.....	56,634	.....	254,337	26
.....	.....	1,166	.....	.....	.....	1,166	.....	.....	1,166	27
2,309,366	2,242,487	30,554	9,537,663	11,319,492	3,329,245	152,977	54,051	.....	14,855,765	28
.....	.....	.....	.....	.....	.....	.....	219,700	.....	219,700	29
.....	100	36,056	54,535	.....	141,838	.....	.....	772	142,610	30
.....	.....	.....	.....	.....	.....	5,765	.....	692	6,457	31
.....	.....	789	6,423	.....	.....	38,633	.....	4,300	42,933	32
.....	.....	17,421	6,096	.....	25,962	.....	1,083	.....	27,045	33
200	2,675	51,740	410,226	.....	3,784,716	9,960	271,138	.....	4,065,814	34
.....	.....	7,125	4,124	.....	20,707	2,040	26,690	.....	49,437	35
.....	.....	.....	.....	.....	.....	.....	1,800	.....	1,800	36
.....	373,211	32,620	114,365	.....	738,707	39,870	41,773	.....	820,350	37
.....	950	27,931	33,567	.....	116,860	.....	66,871	.....	183,731	38
2,310,334	2,622,363	1,239,605	11,087,889	12,320,240	11,415,204	309,885	36,095,948	29,515	60,170,792	

ION BY CUSTOMS DISTRICTS.

.....	.....	.....	8,279	.....	.....	8,279	.....	.....	8,279	1
.....	.....	.....	.....	1,700	.....	.....	.....	.....	1,700	2
.....	.....	6,027	4,236	.....	.....	38,442	6,312	6,637	51,391	3
.....	.....	.....	141,677	.....	.....	141,677	.....	.....	141,677	4
.....	131,964	.....	566,940	698,904	.....	.....	.....	.....	698,904	5
500	600	.....	.....	.....	.....	.....	1,100	.....	1,100	6
.....	.....	.....	.....	.....	.....	9,960	.....	.....	9,960	7
.....	2,140	1,437	.....	47,273	.....	.....	.....	.....	47,273	8
.....	.....	.....	3,000	.....	.....	.....	.....	3,000	3,000	9
.....	.....	383	4,195	.....	.....	22,731	.....	.....	22,731	10
.....	.....	8,167	184,224	.....	211,588	400	39,498	955	252,441	11
4,548	377,653	553,323	1,462,629	.....	5,498,968	39,728	35,680,595	18,923	41,238,214	12
.....	200	47,424	.....	951,775	.....	.....	.....	.....	951,775	13
2,120,318	.....	.....	7,895,319	10,598,215	.....	.....	.....	.....	10,598,215	14
.....	.....	.....	8,932	.....	.....	8,932	.....	.....	8,932	15
.....	.....	224	.....	.....	.....	.....	336	.....	336	16
.....	.....	.....	22,373	22,373	.....	.....	.....	.....	22,373	17
184,968	2,109,806	622,620	775,281	.....	5,687,025	39,736	368,107	.....	6,094,868	18
.....	.....	.....	10,804	.....	17,623	.....	.....	.....	17,623	19
2,310,334	3,622,363	1,239,605	11,087,889	12,320,240	11,415,204	309,885	36,095,948	29,515	60,170,792	

SUMMARY, *by* CLASSES, *of* **IMPORTS** *of* **COIN** *and* **BULLION**—**Year** *ending June* 30, **1887.**

KINDS OF COIN AND BULLION, AND HOW TRANSPORTED.	Value.
GOLD.	*Dollars.*
Bars	16, 318, 881
Other bullion	1, 451, 833
Coin:	
American	5, 862, 509
Foreign	17, 277, 378
Total	42, 910, 601
SILVER.	
Bars	2, 310, 334
Other bullion	2, 622, 363
Coin:	
American	1, 239, 605
Foreign	11, 087, 889
Total	17, 260, 191
TOTAL	60, 170, 792
BROUGHT IN CARS AND OTHER LAND VEHICLES	12, 320, 240
BROUGHT IN AMERICAN VESSELS: Steam	11, 415, 204
Sail	309, 885
BROUGHT IN FOREIGN VESSELS: Steam	36, 095, 948
Sail	29, 515

No. 8.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

EXPORTS OF DOMESTIC MERCHANDISE,

BY COUNTRIES,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 8.—EXPORTS of DOMESTIC MERCHANDISE by COUNTRIES—Year ending June 30, 1887.

	COUNTRIES TO WHICH EXPORTED.	AGRICULTURAL IMPLEMENTS.				ANIMALS.											
		Horse-powers.	Mowers and reapers, and parts of.	Plows and cultivators, and parts of.	All other, and parts of, not elsewhere specified.	Cattle.		Hogs.		Horses.		Mules.		Sheep.		All other, and fowls.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*Dollars.*	
1	Argentine Republic	158	342,118	116,029	80,509			6	70	3	3,600			2	800		1
2	Austria		7,768		73												2
3	Belgium		25,744	131	13,103	202	20,200			35	14,500						3
4	Bolivia																4
5	Brazil		344	10,854	8,573	8	765			20	25,000			183	27,795	120	5
6	Central American States: Costa Rica			82	309	21	2,950	2	25	2	1,500					110	6
7	Guatemala			44	635	17	170			6	975			3	120	129	7
8	Honduras			5	98											58	8
9	Nicaragua		19	40	591	3	300									36	9
10	San Salvador	169		190	398	3	400	9	120								10
11	Chili	17,085	6,171	29,601	11,137												11
12	China				657												12
13	Denmark		7,043		1,126											100	13
14	**Danish West Indies**			787	87							15	1,800				14
15	Ecuador			64	490												15
16	France	172	235,442	630	77,559					16	19,500					704	16
17	French West Indies			206	47					4	790	534	52,498	35	264		17
18	French Guiana				51									35	215	62	18
19	Miquelon, Langley, and St. Pierre Islands																19
20	French East Indies																20
21	French Poss. in Africa and adjacent isl'ds				42												21
22	French Possessions, all other													100	250		22
23	Germany		95,948	2,249	57,166			5	150	4	4,000					225	23
24	England		150,330	23,924	72,715	87,757	8,182,299	2	20	302	63,637	6	1,500	967	9,250	6,895	24
25	Scotland		8,928	8,196	10,711	9,203	722,085			5	1,850			64	512	8	25
26	Ireland		18,677	70													26
27	Gibraltar																27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd		369	732	3,369					31	4,545					30	28
29	Quebec, Ontario, Manitoba, and N. W. Ter.		1,908	6,448	48,164	303	21,058	61,117	475,873	365	94,138	9	1,000	2,956	6,964	1,237	29
30	British Columbia		4,410	1,028	4,563	1,238	38,015	3,615	10,308	85	9,370	7	520	22,515	48,189	9,900	30
31	Newfoundland and Labrador			21	2,818	1	75									50	31

32	British West Indies			956	1,068	1,529	103,579	6	92	59	10,660	663	86,820	2,388	18,572	733	32
33	British Guiana				621	16	1,052			40	7,650	98	10,830	1,362	10,169	40	33
34	British Honduras				195												34
35	British East Indies		920	100	902												35
36	Hong-Kong				61	55	4,113										36
37	British Poss. in Africa and adjacent isl'ds		5,592	57,395	6,741												37
38	British Possessions in Australasia	500	224,456	10,539	63,995					3	3,000					200	38
39	British Possessions, all other																39
40	Greece																40
41	Hawaiian Islands		399		13,223	133	10,767	8,579	53,295	221	39,060	237	35,915			2,325	41
42	Hayti				37					1	300						42
43	Italy		11,517	4,077	5,009					2	4,000						43
44	Japan				4,644	5	100			30	17,650						44
45	Liberia				120											55	45
46	Mexico	1,128	8,922	10,471	11,223	5,374	54,008	2,031	24,552	356	18,249	160	20,460	90,960	131,078	16,875	46
47	Netherlands	520	523	362	3,607												47
48	Dutch West Indies				21												48
49	Dutch Guiana																49
50	Dutch East Indies																50
51	Peru			3,312	1,899												51
52	Portugal		4,921	20	192												52
53	Azore, Madeira, and Cape Verde Islands			147	569												53
54	Portuguese Poss. in Africa and adj. isl'ds																54
55	Russia on the Baltic and White seas		19,981	1,029	107												55
56	Russia on the Black sea		14,857	102	1,318												56
57	Russia, Asiatic				102	1	180										57
58	San Domingo		275	434	171											25	58
59	Spain				100												59
60	Cuba		111	29,412	5,818	583	9,370	4	60	9	2,183	23	3,130			309	60
61	Porto Rico			2,959	699												61
62	Philippine Islands				171												62
63	Spanish Poss. in Africa and adjacent isl'ds			88	256												63
64	Sweden and Norway		13,696	5,900	1,897					1	500						64
65	Switzerland																65
66	Turkey in Europe		2,267		295												66
67	Turkey in Asia																67
68	Turkey in Africa																68
69	United States of Colombia		71	1,949	1,784	7	650	2	8	3	1,100			131	547	119	69
70	Uruguay		22,987	15,955	6,229												70
71	Venezuela	67		69	1,313			5	180	8	3,850	2	265			58	71
72	All other countries and ports in Asia		5,900														72
73	All other countries and ports in Africa																73
74	All other islands and ports																74
	Total	19,799	1,242,614	346,607	529,378	106,459	9,172,136	75,383	564,753	1,611	351,607	1,754	214,738	121,701	254,725	40,403	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	Art-works: Paintings and statuary.	Bark, and extract of, for tanning.	Billiard and pool tables, and apparatus.	Blacking.	Bones, hoofs, horns, and horn-tips, strips, and waste.	Books, maps, engravings, and other printed matter.	Brass, and manufactures of.	BREADSTUFFS. Barley.		Bread and biscuit.		Corn.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	
1	Argentine Republic	1,947	26	202	31,601	.....	198,329	1,995	.....	.....	1,868	198	.....	.....	1
2	Austria	.....	20	.....	.....	.....	467	.....	.....	.....	.....	.....	.....	.....	2
3	Belgium	461	33,244	20	611	398	2,634	423	.....	.....	1,678	105	1,474,283	713,991	3
4	Bolivia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Brazil	1,253	.....	838	8,338	.....	50,477	1,792	.....	.....	127,029	9,994	3,256	2,046	5
6	Central American States: Costa Rica	164	.....	168	1,042	.....	9,984	964	54	45	60,018	3,562	14,891	9,264	6
7	Guatemala	41	.....	386	167	.....	6,038	413	141	70	18,785	1,351	10,039	5,053	7
8	Honduras	197	.....	91	57	.....	620	363	1	2	28,396	1,702	3,796	2,032	8
9	Nicaragua	524	206	511	494	.....	5,070	673	.....	.....	148,383	8,872	6,156	4,098	9
10	San Salvador	154	.....	200	709	.....	2,872	163	.....	.....	1,890	180	416	311	10
11	Chili	640	.....	3,608	4,026	.....	9,943	1,183	45,842	25,000	61,005	2,632	.....	.....	11
12	China	123	.....	517	105	900	4,238	556	.....	.....	12,729	1,160	.....	.....	12
13	Denmark	.....	255	.....	1,600	.....	593	.....	.....	.....	.....	.....	1,802,799	888,790	13
14	Danish West Indies	94	.....	.....	382	.....	713	147	.....	.....	157,564	5,322	6,174	3,518	14
15	Ecuador	126	.....	3,910	229	.....	58,703	815	52,910	24,131	27,438	1,648	.....	.....	15
16	France	29,090	25,140	250	2,541	21,321	19,482	1,313	.....	.....	50	3	1,958,750	926,789	16
17	French West Indies	.....	.....	.....	22	.....	10	.....	.....	.....	1,509,442	45,089	55,744	31,883	17
18	French Guiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,620	128	1,230	678	18
19	Miquelon, Langley, and St. Pierre Islands	50	.....	.....	45	.....	.....	.....	.....	.....	268,077	8,193	5,932	3,684	19
20	French East Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	French Poss. in Africa and adjacent islands	.....	.....	.....	.....	.....	.....	.....	.....	.....	75,424	2,799	.....	.....	21
22	French Possessions, all other	.....	.....	45	118	.....	76	.....	8,661	4,387	547,620	24,954	.....	.....	22
23	Germany	18,815	85,556	200	2,746	13,983	71,583	4,528	.....	.....	724	77	2,638,167	1,302,960	23
24	England	117,133	70,060	350	43,537	98,702	453,791	58,716	872,481	620,806	151,256	17,830	17,588,773	8,574,593	24
25	Scotland	1,962	12,042	.....	3,800	4,908	11,131	1,033	106,960	65,285	521	93	4,234,219	2,023,874	25
26	Ireland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,442,991	1,188,834	26
27	Gibraltar	.....	.....	.....	.....	.....	893	.....	.....	.....	.....	.....	.....	.....	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Island	1,845	.....	.....	9,120	444	26,106	2,177	.....	.....	3,048	240	35,547	17,826	28
29	Quebec, Ontario, Manitoba, and Northwest Ter	21,713	.....	200	13,852	312	128,409	78,613	.....	.....	45,980	2,702	4,072,741	1,640,493	29
30	British Columbia	392	.....	403	931	.....	8,935	575	7,353	4,194	67,161	3,665	405	279	30
31	Newfoundland and Labrador	15	.....	.....	541	.....	2,001	128	.....	.....	5,242	363	534	296	31

32	British West Indies	779		480	3,350	107	10,082	1,351	25	26	6,453,183	228,877	275,876	155,285	32
33	British Guiana			68	28		1,234	16	42	60	585,865	20,105	26,478	14,852	33
34	British Honduras			730	55		711	36			126,554	5,876	4,395	2,327	34
35	British East Indies						1,337				2,040	263			35
36	Hong-Kong	180		429	375	750	2,323	492	1,354	818	6,586	620			36
37	British Poss. in Africa and adjacent islands				1,346		8,528	114			392,305	14,431	206	120	37
38	British Possessions in Australasia	3,621	211	42	25,266		107,796	14,202			1,600	149	15,705	9,801	38
39	British Possessions, all other						10				20,000	800			39
40	Greece						4,250								40
41	Hawaiian Islands	497		1,121	977	25	17,133	2,318	206,567	106,686	587,579	35,072	4,721	3,214	41
42	Hayti	237		24	1,903		23,792	1,329			165,128	10,666	2,803	1,142	42
43	Italy	3,525	922	291	272	10,044	4,397	202			300	45	420,155	187,005	43
44	Japan	67		564	15,176	10,957	66,323	310			57,395	3,859			44
45	Liberia				42		1,005	1,524			19,418	765			45
46	Mexico	3,130		6,238	4,378	17	60,416	14,166	2,158	1,355	361,094	30,449	894,496	488,423	46
47	Netherlands	1,500	11,348		1,003		4,521	5			500	110	1,453,066	699,221	47
48	Dutch West Indies	200		327	247		1,044	1,037			335,271	13,769	16,463	9,035	48
49	Dutch Guiana										59,721	2,089	60	37	49
50	Dutch East Indies														50
51	Peru	50		2,921	667		34,258	1,065			10,015	642	340	173	51
52	Portugal			10			725	73			50	3			52
53	Azore, Madeira, and Cape Verde Islands	20			178		3	27			209,478	7,603	31,593	17,693	53
54	Portuguese Poss. in Africa and adjacent isl'ds														54
55	Russia on the Baltic and White seas						1,464	286							55
56	Russia on the Black sea														56
57	Russia, Asiatic				894						53,409	2,958			57
58	San Domingo	1,250		130	418		12,687	981			52,331	3,888	213	110	58
59	Spain	570			10		4,882	325					109,794	54,869	59
60	Cuba	2,860		950	4,870	5	25,384	12,195	130	62	477,085	33,150	344,815	190,984	60
61	Porto Rico	192		462	1,063		2,200	2,045			187,129	12,573	11,773	6,527	61
62	Philippine Islands						445	58							62
63	Spanish Poss. in Africa and adjacent islands				22			28			4,500	187			63
64	Sweden and Norway				105		927	35			7	2	304,295	146,185	64
65	Switzerland	400					353								65
66	Turkey in Europe	15					198	48							66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	3,826	670	6,100	4,140	85	62,431	15,033	87	86	991,327	56,250	23,266	13,266	69
70	Uruguay	668			737		3,166	607			120	18			70
71	Venezuela	946		1,235	1,061		8,366	1,844	155	180	267,051	13,836	9,896	5,800	71
72	All other countries and ports in Asia						1,210	19			862	113			72
73	All other countries and ports in Africa						205				3,630	315			73
74	All other islands and ports	100					81		379	212	304,580	17,579			74
	Total	221,372	239,700	34,021	195,197	162,958	1,546,985	228,341	1,305,300	853,405	15,060,061	659,924	40,307,252	19,347,361	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	BREADSTUFFS.												
		Corn meal.		Oats.		Oatmeal.		Rye.		Rye flour.		Wheat.		
		Barrels.	*Dollars.*	*Bushels.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Bushels.*	*Dollars.*	
1	Argentine Republic			14	10							1,335	1,220	1
2	Austria													2
3	Belgium	247	690					88,477	54,210			10,498,727	9,442,243	3
4	Bolivia													4
5	Brazil	25	78	490	226	4,754	164			20	63	41,913	45,718	5
6	Central American States: Costa Rica	34	116	1,277	561	348	19					16,394	14,382	6
7	Guatemala	3	11	81	50	72	3					22,035	19,425	7
8	Honduras	9	23	62	37	450	32							8
9	Nicaragua	23	86	53	22	280	16							9
10	San Salvador			190	93							67	70	10
11	Chili					528	31					266	200	11
12	China			1,908	955	50	3							12
13	Denmark											389,083	350,380	13
14	Danish West Indies	19,115	56,370	998	378	2,923	114			2,476	8,685	2	2	14
15	Ecuador													15
16	France	60	212	75	65			73,135	45,697			19,546,090	17,471,763	16
17	French West Indies	1,342	3,820	3,179	1,387	200	3			25	84	1,996	1,840	17
18	French Guiana	6	19	1,077	442									18
19	Miquelon, Langley, and St. Pierre Islands	794	1,907											19
20	French East Indies													20
21	French Poss. in Africa and adjacent islands											57,100	49,830	21
22	French Possessions, all other			22	15							551	472	22
23	Germany	72	167			8,015	280	93,909	54,835			888,857	833,231	23
24	England	403	1,182	52,521	18,700	8,779,314	265,102					37,124,086	33,331,307	24
25	Scotland					2,221,339	69,405					3,362,598	3,030,825	25
26	Ireland											13,866,231	11,865,856	26
27	Gibraltar											132,106	113,066	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Island	104,142	254,733					200	130	16	48			28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	26,338	68,431	76,186	22,906	5,578,361	114,740			40	138	4,668,282	3,753,987	29
30	British Columbia	2	7	14,381	5,127	96,445	3,118					10,887	7,521	30
31	Newfoundland and Labrador	2,171	4,996											31

32	British West Indies	77,766	217,087	133,545	59,009	75,906	1,399			77	236	1,064	1,095	32
33	British Guiana	5,585	15,423	2,277	1,047	210	8							33
34	British Honduras	75	231	530	282									34
35	British East Indies											56,000	45,000	35
36	Hong-Kong			295	149									36
37	British Poss. in Africa and adjacent islands	200	570	360	165							94,012	78,900	37
38	British Possessions in Australasia	331	1,201									67,984	52,055	38
39	British Possessions, all other	2	10											39
40	Greece													40
41	Hawaiian Islands			82,832	39,927							10,015	8,917	41
42	Hayti	7	23	822	355									42
43	Italy					1,742	67					2,365,634	2,168,520	43
44	Japan			162	69							250	260	44
45	Liberia	8	26			30	2							45
46	Mexico	1,386	4,457	11,359	4,895	5,940	266	2	5	1	3	30	30	46
47	Netherlands					35,450	1,048	89,992	54,377			2,095,633	1,883,189	47
48	Dutch West Indies	16,726	48,901	598	258	100	4			683	2,510			48
49	Dutch Guiana	20	60											49
50	Dutch East Indies													50
51	Peru											82,710	80,542	51
52	Portugal	108	254					4,000	2,400			4,011,406	3,660,995	52
53	Azore, Madeira, and Cape Verde Islands	267	662					5,522	3,300			60,615	56,882	53
54	Portuguese Poss. in Africa and adj. islands													54
55	Russia on the Baltic and White seas													55
56	Russia on the Black sea													56
57	Russia, Asiatic											50	53	57
58	San Domingo	249	798	573	278									58
59	Spain	110	425					2,000	1,220			2,483,664	2,333,105	59
60	Cuba	3,209	8,989	35,185	14,211	50	2	19	16			181	185	60
61	Porto Rico	2,899	8,156	2,237	1,023									61
62	Philippine Islands													62
63	Spanish Poss. in Africa and adjacent isl'ds											11,237	10,206	63
64	Sweden and Norway	50	104											64
65	Switzerland													65
66	Turkey in Europe													66
67	Turkey in Asia													67
68	Turkey in Africa													68
69	United States of Colombia	1,498	4,956	15,254	6,275	5,473	184					158	167	69
70	Uruguay													70
71	Venezuela	51	168	1,740	717	350	13			3	14	2,700	3,042	71
72	All other countries and ports in Asia													72
73	All other countries and ports in Africa													73
74	All other islands and ports													74
	Total	265,333	705,343	440,283	179,634	16,818,330	456,023	357,256	216,190	3,341	11,781	101,971,949	90,716,481	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	BREADSTUFFS. Wheat flour.		BREADSTUFFS. All other breadstuffs, and preparations of, used as food.	BRICKS. Building.		BRICKS. Fire.	Broomcorn.	Brooms and brushes.	Candles.		Carriages and horse-cars, and parts of.	Cars, passenger and freight, for steam railroads.		Casings for sausages.	
		Barrels.	*Dollars.*	*Dollars*	*M.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*No.*	*Dollars.*	*Dollars*	
1	Argentine Republic			8,558			250		4,168	2,880	271	275,905	211	170,096		1
2	Austria											67				2
3	Belgium	166,414	667,921	6,804					10,586	1,302	233	2,264			29,135	3
4	Bolivia															4
5	Brazil	748,937	3,596,204	23,650			1,258		2,598	138,031	19,492	34,626	46	44,389		5
6	Central American States: Costa Rica	23,517	102,100	3,346	16	175			2,636	6,254	654	11,581	10	7,487		6
7	Guatemala	30,293	130,384	4,075			23		964	7,738	936	4,071				7
8	Honduras	13,204	62,702	648	1	9			338	41,728	4,567	870				8
9	Nicaragua	18,898	87,471	2,804	3	25			808	19,800	2,189	6,107	4	1,900		9
10	San Salvador	36,870	155,538	1,164			115		329	3,476	481	2,347	11	5,225		10
11	Chili	1,510	6,305	162	20	190	20		3,869	3,072	477	14,953	2	13,241		11
12	China	7,714	32,471	2,776					191	625	75	1,813				12
13	Denmark	1,165	3,791	1,247					27			5,689			866	13
14	Danish West Indies	30,818	136,600	1,419	25	215	309		496	20,910	2,048	3,178				14
15	Ecuador	5,535	24,743	3,844			50		3,011	47,065	4,321	15,528	14	9,723		15
16	France	435	1,668	2,638					2,933			7,566			9,895	16
17	French West Indies	89,657	411,322	2,211					106	1,212	113	5,054				17
18	French Guiana	3,978	18,078	1,715			25		74			275				18
19	Miquelon, Langley, and St. Pierre Islands	15,725	64,931	838	37	300			790	4,584	430	91				19
20	French East Indies															20
21	French Poss. in Africa and adjacent isl'ds	1,604	9,476													21
22	French Possessions, all other	13,900	58,117	3,079	12	90			788	5,910	530	3,299				22
23	Germany	43,499	216,238	13,495				200	2,634	7,500	800	31,463	1	1,300	203,846	23
24	England	4,740,597	21,861,798	63,183					7,416	1,800	135	225,069			100,894	24
25	Scotland	2,103,827	9,841,047	21,332				82	2,195			14,779			76	25
26	Ireland	787,647	3,205,908									118				26
27	Gibraltar	8,150	34,487													27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	20,253	76,521	6,525			2,777	2,595	959	3,922	432	12,239			278	28
29	Quebec, Ontario, Manitoba, and N.W. Ter.	378,046	1,451,787	15,778	282	1,624	36,149	110,221	32,527	38,824	3,145	110,135	18	112,345	5,540	29
30	British Columbia	38,791	145,089	62,310				656	2,172	43,994	3,948	4,691	6	26,613	39	30
31	Newfoundland and Labrador	113,608	381,258	511			90	508	324	13,375	1,057	972				31

32	British West Indies	399,196	1,702,990	59,536	62	543	89		5,526	126,184	12,500	51,729			332	32
33	British Guiana	112,954	466,957	8,787					2,969	13,025	1,370	3,847				33
34	British Honduras	14,903	69,254	771					683	17,077	1,616	390				34
35	British East Indies	2,637	10,550	19								1,077				35
36	Hong-Kong	371,056	1,499,711	7,205			12		107	2,450	215					36
37	British Poss. in Africa and adjacent isl'ds	5,724	30,390	13,112					12,705			19,202			425	37
38	British Possessions in Australasia	17,245	68,401	49,150				41,511	22,924	33,462	4,800	337,692	10	21,000	64,535	38
39	British Possessions, all other	493	1,819	20						660	146	1,250				39
40	Greece															40
41	Hawaiian Islands	47,632	190,163	91,958	3,433	26,861	70		8,003	99,698	9,364	40,232				41
42	Hayti	82,137	374,893	927	385	3,239			493	57,396	5,813	13,781				42
43	Italy	490	2,080	65					1,225			2,874	3	6,700	6,478	43
44	Japan	30,377	125,959	4,799					867			384			189	44
45	Liberia	1,066	5,537	54					142							45
46	Mexico	23,218	142,378	31,215	188	2,725	930	560	5,044	427,437	42,539	38,856	191	92,862		46
47	Netherlands	308,313	1,487,475	13,317					174			2,049			102,634	47
48	Dutch West Indies	20,489	95,460	1,126					536	9,412	915	2,485				48
49	Dutch Guiana	10,565	48,315	209					117	8,675	921	44				49
50	Dutch East Indies															50
51	Peru	7,414	34,460	682			38	36	2,498			4,005				51
52	Portugal	21,723	88,083	461					28	884	98	914				52
53	Azore, Madeira, and Cape Verde Islands	7,911	41,259	1,241					220	151	43	202				53
54	Portuguese Poss. in Africa and adj. isl'ds											180				54
55	Russia on the Baltic and White seas											202				55
56	Russia on the Black sea															56
57	Russia, Asiatic	10,885	47,575	440	5	60				2,500	241	206				57
58	San Domingo	29,649	143,689	4,167	165	1,417	433		336	81,915	8,458	12,739	12	3,799		58
59	Spain	2,557	11,200	576					436	198	90	3,553	100	13,345	13,036	59
60	Cuba	217,160	961,552	26,387	295	1,802	4,303	13,337	6,937	7,654	891	47,750	196	33,538		60
61	Porto Rico	108,503	508,133	7,492			294		4,217	284,107	24,296	11,913				61
62	Philippine Islands											9,459				62
63	Spanish Poss. in Africa and adjacent isl'ds	3,060	12,307	90					48			12				63
64	Sweden and Norway	12,350	53,770	231								441				64
65	Switzerland											10				65
66	Turkey in Europe											235				66
67	Turkey in Asia															67
68	Turkey in Africa											300				68
69	United States of Colombia	74,875	353,171	26,284	406	3,697	163		12,163	147,249	14,723	33,098	260	83,003	38	69
70	Uruguay	11	51	3,179					243	2,200	190	3,773				70
71	Venezuela	126,052	573,219	64,009	395	2,551	29	828	1,193	122,546	11,461	13,096	11	6,732		71
72	All other countries and ports in Asia	10	62	63					11	48	18	815				72
73	All other countries and ports in Africa	251	1,206	2												73
74	All other islands and ports	2,951	13,458	752	4	34			99	440	35	466				74
	Total	11,518,449	51,950,082	672,438	5,734	45,557	47,427	170,534	172,883	1,859,370	187,077	1,454,101	1,106	653,298	538,236	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	CHEMICALS, DRUGS, DYES, AND MEDICINES.									CLOCKS AND WATCHES.		COAL.		
		Acids.	Ashes, pot and pearl.		Dyes and dye-stuffs.	Ginseng.		Medicines, patent or proprietary.	Roots, herbs, and barks, not elsewhere specified.	All other.	Clocks, and parts of.	Watches, and parts of.	Anthracite.		
		Dollars.	*Pounds*	*Dollars.*	*Dollars.*	*Pounds*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	
1	Argentine Republic		38,697	1,989	904			57,532		34,274	58,948	1,697			1
2	Austria									917					2
3	Belgium	610	6,600	289	59,011			3,633	2,520	19,301	280				3
4	Bolivia														4
5	Brazil	39	50	4	900			130,679	1,107	34,726	54,023	9,450	1	10	5
6	Central American States: Costa Rica	689			87			3,310		18,685	1,243	382	106	400	6
7	Guatemala	447						6,031		19,467	1,246	122			7
8	Honduras	1,355			3			4,793		26,489	35	245	17	86	8
9	Nicaragua	275			602			10,834	673	35,047	502	457			9
10	San Salvador	1,740						6,491	78	25,710	497				10
11	Chili	12			527			23,379		16,537	5,581	3,602	705	2,955	11
12	China	27				3,416	10,766	3,600		7,917	87,230	3,710	242	1,307	12
13	Denmark				33			2,144	60	2,120	8,615				13
14	Danish West Indies	42	1,543	98	9			649		2,125	128	50	100	355	14
15	Ecuador	68			68			10,991		11,350	2,457	1,465			15
16	France	4	377,637	17,941	3,043			998	8,324	13,664	5,446	2,523			16
17	French West Indies							347		13,125	114	47			17
18	French Guiana	7						12		65			12	60	18
19	Miquelon, Langley, and St. Pierre Islands	197						215		2,751	388		1,173	4,526	19
20	French East Indies														20
21	French Poss. in Africa and adjacent islands							267		128	32				21
22	French Possessions, all other	72								3,308	501	393			22
23	Germany				329,865			48,660	39,209	91,514	59,181	20,842			23
24	England	150			230,695			553,555	72,307	556,776	354,283	181,015	31	218	24
25	Scotland	926			38,348			26,376	456	14,468	15,226	340	3	27	25
26	Ireland									3,341	224				26
27	Gibraltar							495	16	146	1,975				27
28	N. Scotia, N. Brunswick, and Pr. Edward Isl'd.	7,127	10,897	555	9,709			15,612	605	15,687	4,379		57,255	211,316	28
29	Quebec, Ontario, Manitoba, and Northwest Ter.	887			25,328			5,275	3,900	257,749	10,038	3,098	591,646	2,494,235	29
30	British Columbia	2,207						566	2,036	42,249	1,266				30
31	Newfoundland and Labrador	311			330			1,361	46	6,190	835		2,524	9,255	31

32	British West Indies	4,245	2,410	138	701			21,314	434	42,891	3,714	469	2,385	8,631	32
33	British Guiana	31,105			20			3,232		2,424	607	25	120	525	33
34	British Honduras	102			66			1,130	32	3,965	231	364	70	420	34
35	British East Indies							11,072	100	5,812	36,692				35
36	Hong-Kong					327,415	678,969	12,272		5,119	57,069				36
37	British Poss. in Africa and adjacent islands							17,788		10,951	352				37
38	British Possessions in Australasia	3,485	320,640	7,075	9,330			162,316	1,557	151,074	88,355	38,941	15	90	38
39	British Possessions, all other							271		132					39
40	Greece														40
41	Hawaiian Islands	939						4,034	735	51,518	7,769	140	577	3,676	41
42	Hayti	89	933	56	13			1,691	21	13,153	299		7	55	42
43	Italy				10,007			2,251	7,101	7,529	7,714				43
44	Japan	5,757			1,527			452		23,552	134,790	8,793	200	795	44
45	Liberia		120	10	8			906		541	98				45
46	Mexico	5,949	510	41	3,023			59,200	306	129,021	11,444	873	3,366	11,029	46
47	Netherlands		27,455	1,919	54,202			1,992	170	1,406	3,820	140			47
48	Dutch West Indies		55	3	21			1,444	5	9,699	914	1,011	493	1,933	48
49	Dutch Guiana							434		1,514					49
50	Dutch East Indies										344				50
51	Peru	12			772			12,546		19,557	2,443	1,580	51	166	51
52	Portugal				510			11,604	280	391	22,247	425	27	135	52
53	Azore, Madeira, and Cape Verde Islands				89			828		100	1,632				53
54	Portuguese Poss. in Africa and adjacent isl'ds														54
55	Russia on the Baltic and White seas							1,400	320	35	1,140				55
56	Russia on the Black sea														56
57	Russia, Asiatic									1,344					57
58	San Domingo	201			78			2,445	4	19,756	441		283	1,248	58
59	Spain				500			11,822	1,855	7,743	2,245	256			59
60	Cuba	15,500	3,142	220	1,077			51,215	276	129,344	13,024	368	17,760	65,040	60
61	Porto Rico	540			7			9,377	69	33,632	707	4	134	845	61
62	Philippine Islands							1,190		366					62
63	Spanish Poss. in Africa and adjacent islands				9			836		221	584				63
64	Sweden and Norway				3,077			230	40	81	15,008				64
65	Switzerland									756					65
66	Turkey in Europe							391		786	1,318				66
67	Turkey in Asia										105				67
68	Turkey in Africa														68
69	United States of Colombia	4,200	11,001	884	505			46,967	71	131,381	9,733	4,531	137	803	69
70	Uruguay		659	50	861			19,868	36	4,838	9,743	625			70
71	Venezuela	2,311	87,243	3,778	758			56,567	364	54,775	3,426	557	698	2,692	71
72	All other countries and ports in Asia							162		274	780				72
73	All other countries and ports in Africa							15		612					73
74	All other islands and ports									1,208	646				74
	Total	91,627	889,592	35,050	786,623	330,831	689,735	1,447,067	145,113	2,145,265	1,104,107	288,540	680,138	2,822,833	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	COAL. Bituminous.		Coffee and cocoa, ground or prepared, and chocolate.	COPPER, AND MANUFACTURES OF. Ore.		Ingots, bars, and old.		Sheets.		All other manufactures of.	COTTON, AND MANUFACTURES OF. Unmanufactured. Sea Island.			
		Tons.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Bales.*	*Pounds.*	*Dollars.*	
1	Argentine Republic										38				1
2	Austria														2
3	Belgium					5	548,354	51,750			123				3
4	Bolivia														4
5	Brazil			95							13				5
6	Central American States: Costa Rica	711	1,795	163							525				6
7	Guatemala	50	473	67					225	48	278				7
8	Honduras	60	270	190							146				8
9	Nicaragua	261	213	801			233	44			110				9
10	San Salvador										375				10
11	Chili	50	158	1,827							178				11
12	China			255											12
13	Denmark			5											13
14	Danish West Indies	17,354	50,926	239											14
15	Ecuador								147	29	127				15
16	France	4,490	13,410	31	184	20,650	12,377,214	1,223,106			60	1,685	618,401	129,655	16
17	French West Indies	8,882	23,947	29											17
18	French Guiana			358					422	85	8				18
19	Miquelon, Langley, and St. Pierre Islands			2,741							158				19
20	French East Indies														20
21	French Poss. in Africa and adjacent isl'ds														21
22	French Possessions, all other	1	12	538							478				22
23	Germany	4,062	12,186	66	351	32,863	204,470	20,402			530				23
24	England	10,810	46,141	137	14,732	1,620,766	5,238,769	499,785			10,031	20,302	7,399,231	1,667,917	24
25	Scotland	240	720								9				25
26	Ireland	830	2,490												26
27	Gibraltar														27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	3,151	8,101	701			362	65	686	130	1,511				28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	423,282	1,043,913	8,281	97	19,640			108,943	21,794	22,577				29
30	British Columbia	310	3,353	4,422					80	18	5,611				30
31	Newfoundland and Labrador			969							179				31

32	British West Indies	6,827	18,530	9,119					2,000	270	362				32
33	British Guiana			1,815											33
34	British Honduras			1,730							10				34
35	British East Indies			645											35
36	Hong-Kong			440							150				36
37	British Poss. in Africa and adjacent isl'ds			31											37
38	British Possessions in Australasia			552							1,844				38
39	British Possessions, all other	40	200												39
40	Greece														40
41	Hawaiian Islands	1,418	8,843	6,864			6,250	712			2,871				41
42	Hayti			7					597	107	199				42
43	Italy	380	1,140	1,873											43
44	Japan			1,689							5,502				44
45	Liberia														45
46	Mexico	9,837	42,779	18,893			4,050	423	822	122	5,183				46
47	Netherlands	300	900	4			1,195,476	120,888							47
48	Dutch West Indies	1,112	3,376	21					300	60	102				48
49	Dutch Guiana										23				49
50	Dutch East Indies														50
51	Peru	50	160	289					450	77	277				51
52	Portugal														52
53	Azore, Madeira, and Cape Verde Islands			15											53
54	Portuguese Poss. in Africa and adj. isl'ds														54
55	Russia on the Baltic and White seas	200	750								196	10	3,865	700	55
56	Russia on the Black sea														56
57	Russia, Asiatic														57
58	San Domingo	317	785	135					76	12	2,473				58
59	Spain														59
60	Cuba	111,478	308,846	3,069					11,945	2,329	11,894				60
61	Porto Rico	1,370	5,280						12,508	2,045	506				61
62	Philippine Islands														62
63	Spanish Poss. in Africa and adjacent isl'ds										12				63
64	Sweden and Norway														64
65	Switzerland														65
66	Turkey in Europe														66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	34,016	96,987	7,737			5,745	653	11,278	2,178	9,595				69
70	Uruguay								85	50	185				70
71	Venezuela	1,674	6,808						4,179	718	1,174				71
72	All other countries and ports in Asia														72
73	All other countries and ports in Africa														73
74	All other islands and ports			569											74
	Total	643,563	1,703,492	77,412	15,364	1,693,924	19,580,923	1,917,828	154,743	30,072	85,623	21,997	8,021,497	1,798,272	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	COTTON, AND MANUFACTURES OF.									EARTHEN, STONE, AND CHINA WARE.		Eggs.		
		Unmanufactured.			Manufactures of.										
		Other.			Cloths, colored.		Cloths, uncolored.		Wearing apparel.	All other.	Earthen and stone ware.	China ware.			
		Bales.	*Pounds.*	*Dollars.*	*Yards.*	*Dollars.*	*Yards.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Dozens.*	*Dolls.*	
1	Argentine Republic				7,925,096	365,266	4,494,773	415,463	923	15,594	32,483	86			1
2	Austria						10,039	1,537		19					2
3	Belgium	117,641	55,144,075	5,199,491			52,686	4,035		3,550	2,672				3
4	Bolivia				30,190	1,304									4
5	Brazil				5,490,853	486,988	2,634,214	196,610	7,154	14,886	7,230				5
6	Central American States: Costa Rica				863,702	40,866	918,403	44,810	4,059	2,988	2,207		180	32	6
7	Guatemala	266	128,442	14,145	583,361	30,806	331,046	18,286	1,780	2,654	710				7
8	Honduras				694,670	42,919	543,203	31,385	3,266	1,032	506				8
9	Nicaragua				598,385	33,436	438,120	28,038	5,925	2,963	1,902	4	240	24	9
10	San Salvador				303,008	16,243	1,127,837	61,378	1,310	3,468	238				10
11	Chili				2,085,197	115,159	5,514,655	284,783	3,219	5,273	896				11
12	China						78,360,170	5,181,050	1,577	510	624				12
13	Denmark	10,452	5,078,897	482,238			68,789	8,529	48	207	295				13
14	Danish West Indies				216,555	11,646	85,346	7,615	484	1,508	126				14
15	Ecuador				4,544,124	204,346	773,106	41,454	4,374	3,923	658	6			15
16	France	479,308	232,426,750	22,442,969	7,397	592	59,242	8,956	800	500	9,017	275			16
17	French West Indies				28,141	1,901	21,933	2,536	4	33					17
18	French Guiana				5,522	355	3,238	379		177	52				18
19	Miquelon, Langley, and St. Pierre Islands				10,400	1,010	160,838	19,902	8,316	27,413	949				19
20	French East Indies														20
21	French Poss. in Africa and adjacent isl'ds						17,421	1,393							21
22	French Possessions, all other				782,005	52,741			6,924	31,458	1,255				22
23	Germany	581,914	280,832,199	26,396,011	1,240,504	62,954	1,676,877	129,865	15,983	14,555	1,490	692			23
24	England	2,768,097	1,339,315,474	126,000,268	1,113,169	81,750	5,566,082	462,171	35,461	261,113	2,230	2,625	38	8	24
25	Scotland	13,243	6,299,132	589,072	772,800	65,244	1,538,337	114,997	3,716	670					25
26	Ireland	7,680	3,743,503	364,573											26
27	Gibraltar								56	60					27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	5,509	2,551,385	244,945	43,691	3,214	181,563	20,072	20,601	67,439	4,435	26	1,100	189	28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	43,577	21,400,513	2,160,347	135,019	13,491	730,000	36,500	24,024	338,288	129,062	9,368	230,894	28,623	29
30	British Columbia				106,778	8,324			3,114	28,063	5,128	783	88,216	19,880	30
31	Newfoundland and Labrador				1,580	150	371,339	44,912	11,609	17,057	179	10			31

32	British West Indies				1,361,974	74,757	703,468	60,288	10,237	7,390	1,730	648	5,111	1,292	32
33	British Guiana				169,933	13,567	68,314	6,949	135	757					33
34	British Honduras				212,799	11,903	218,534	13,922	1,589	469	44	396			34
35	British East Indies				12,000	772	2,591,214	161,932		133		50			35
36	Hong-Kong				6,862	712	206,586	18,497	2,062	7,575	200				36
37	British Poss. in Africa and adjacent isl'ds.				13,788	1,265	106,741	11,470	272	154					37
38	British Possessions in Australasia				37,249	3,835	199,381	23,670	6,095	11,012	1,917	595			38
39	British Possessions, all other				67,500	3,944	3,642,272	244,017	55						39
40	Greece								235		423				40
41	Hawaiian Islands				1,015,094	72,908	85,156	8,445	79,568	157,365	10,041		5,695	1,322	41
42	Hayti				6,476,639	497,319	898,005	66,539	2,153	2,392	468	130			42
43	Italy	77,657	36,611,161	3,449,186			5,045	329	3,373	718	795	50			43
44	Japan				12,923	1,447	699,432	53,749	6,155	10,316	765	9	390	64	44
45	Liberia				80,552	4,857	33,335	2,055	597	100					45
46	Mexico	13,157	5,975,330	573,288	10,508,533	568,839	1,837,505	141,052	45,396	74,209	7,605	1,394	2,423	593	46
47	Netherlands	45,657	21,867,361	2,053,480	6,540	688	36,300	8,393	1,161	1,030	128				47
48	Dutch West Indies				1,424,109	71,551	252,168	21,679	2,472	1,023	428				48
49	Dutch Guiana														49
50	Dutch East Indies														50
51	Peru				991,261	52,692	477,162	33,701	2,093	1,576	418				51
52	Portugal						61,167	9,622	170	24	298				52
53	Azore, Madeira, and Cape Verde Islands.				13,053	1,169	767,224	48,265	280	812	222	4			53
54	Portuguese Poss. in Africa and adj. isl'ds.						11,250	647							54
55	Russia on the Baltic and White seas	135,121	65,921,249	6,368,490											55
56	Russia on the Black sea	20,632	9,708,255	994,385											56
57	Russia, Asiatic				67,032	5,930				1,923	246				57
58	San Domingo				3,135,849	184,455	1,092,943	61,168	14,134	2,676	854	34			58
59	Spain	146,847	69,249,434	6,616,823					100	267	220				59
60	Cuba	4	2,105	205	1,712,975	94,461	1,223,366	99,240	13,893	27,014	5,107	323			60
61	Porto Rico				59,765	3,727	17,467	2,420	841	2,071	246	130			61
62	Philippine Islands				108,912	4,188	9,893	2,092		1,273					62
63	Spanish Poss. in Africa and adjacent isl'ds.				24,745	1,889	123,011	10,878		178					63
64	Sweden and Norway	10,820	5,180,568	473,869			1,800	143		307	295				64
65	Switzerland				26,783	1,752	20,430	1,415							65
66	Turkey in Europe						66,758	4,281	221			33			66
67	Turkey in Asia				61,823	5,332	1,236,602	78,780							67
68	Turkey in Africa						30,000	1,800							68
69	United States of Colombia				4,176,756	206,093	1,620,436	115,215	77,269	44,535	7,922	1,263	38,485	8,659	69
70	Uruguay				1,331,696	77,111	1,021,261	105,245	2,123	3,879	426	40			70
71	Venezuela				7,045,215	392,512	2,915,601	200,876	3,201	5,542	1,039	26			71
72	All other countries and ports in Asia						1,347,190	79,625	542	33		87			72
73	All other countries and ports in Africa				20,083	1,541	7,502,800	391,431	303	202					73
74	All other islands and ports				28,453	1,851			1,305	13,971	716				74
	Total	4,477,582	2,161,435,833	204,423,785	67,793,013	4,003,772	136,809,074	9,256,486	442,757	1,226,327	246,897	19,087	372,772	60,686	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	FANCY ARTICLES.			Fertilizers.		FISH.									
		Perfumery and cosmetics.	Toys.	All other.			Codfish, dried, smoked, and cured, including haddock, hake, and pollock.		Mackerel, pickled.		Salmon. Canned.		Salmon. Other.	Fish, fresh, not elsewhere specified.		
		Dollars.	*Dolls.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bbls.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dolls.*	*Pounds.*	*Dollars.*	
1	Argentine Republic	7,753	782	8,839			10,000	300			21,716	2,696				1
2	Austria															2
3	Belgium	3,937	24	709	290	1,940					72	6				3
4	Bolivia															4
5	Brazil	48,037	2,496	12,741			120,450	5,040	3	31	7,354	892	26			5
6	Central American States: Costa Rica	2,961	30	1,374			119,653	7,100	24	255	18,213	2,064	640			6
7	Guatemala	2,160	24	2,470			15,867	1,025	3	25	2,612	335	64			7
8	Honduras	3,376	142	1,103			19,717	1,046	10	112	1,212	146	35			8
9	Nicaragua	6,094	155	8,040			48,647	2,408	63	728	16,750	1,975	10			9
10	San Salvador	3,769	139	2,231			1,180	72								10
11	Chili	7,501	468	1,073			362	26	4	41	41,720	5,291				11
12	China	4,643	752	180			4,840	257			2,100	216	379			12
13	Denmark	306	106	1,174	1,950	11,700	1,800	90								13
14	Danish West Indies	1,820	257	1,236			147,918	5,126	177	997	2,537	324	50			14
15	Ecuador	6,362	160	4,660			7,765	425			26,968	3,404	80			15
16	France	502	218	36,020	1,360	8,985	8,000	520			3,128	330				16
17	French West Indies	409	90	306	20	300	60,197	1,716	412	2,207	192	22	38			17
18	French Guiana	11	3	5			909,912	21,692	154	1,130	240	31	223			18
19	Miquelon, Langley, and St. Pierre Islands	965														19
20	French East Indies															20
21	French Poss. in Africa and adjacent isl'ds	131														21
22	French Possessions, all other	72		3,288			10,320	530			77,050	8,286	3,442			22
23	Germany	6,524	4,091	48,717	25,676	166,868	200	15	2	20	2,608	353				23
24	England	22,688	30,017	101,878	144,563	864,780			72	623	11,995,345	1,254,875	23			24
25	Scotland	284	668	1,527	17,729	104,953					12,682	1,696				25
26	Ireland				20,164	117,077										26
27	Gibraltar	13,948		25							96	11	30			27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	350	680	4,532	367	9,594										28
29	Quebec, Ontario, Manitoba, and N. W. T.	13,988	2,973	68,065	203	4,046	6,955	425	5	44	16,250	1,625	57	425,420	11,995	29
30	British Columbia			7,483			34,110	1,865	1	12	108,142	10,584	2,559			30

31	Newfoundland and Labrador	1,087	56	1,409	2	72											31
32	British West Indies	13,654	1,363	9,481	725	13,441	433,577	13,610	1,556	10,435	83,925	10,653	4,013	14,123	783		32
33	British Guiana	2,903	40	885	2	60	123,542	3,681	162	904	54,832	6,854	1,080	7,563	507		33
34	British Honduras	2,866	59	513			151,702	5,138	74	659	7,780	1,047	23				34
35	British East Indies	1,345	15	25			600	28			11,048	1,341					35
36	Hong-Kong	15,480	147	7,972			22,650	1,136			57,744	6,418	1,235				36
37	British Poss. in Africa and adjacent isl'ds.	1,318	115				1,125	37	10	60	27,280	3,580					37
38	British Possessions in Australasia	5,138	10,703	9,828	13	145	172,750	10,917			3,030,453	327,180	6,438				38
39	British Possessions, all other	15,765		98													39
40	Greece			115													40
41	Hawaiian Islands	2,129		47,992	1,412	36,527	252,650	11,736			111,953	11,787	44,356				41
42	Hayti	1,182	291	1,286			7,465,058	240,391	8,646	51,207	304	34	308				42
43	Italy	724	212	1,659	3	123					162	22	126				43
44	Japan	3,989	5	5,688	34	556	6,100	339			9,700	1,035	1,774				44
45	Liberia	328	31	318		6	43,110	1,107	312	3,002	96	11	130				45
46	Mexico	11,947	4,106	15,312	8	418	19,140	1,356	3	36	56,949	6,466	1,083				46
47	Netherlands	801	1,708	656	1,950	9,750					92	15					47
48	Dutch West Indies	382	43	2,263			91,333	3,376	211	1,920	9,651	1,237	345				48
49	Dutch Guiana	460					1,289,106	29,220			1,248	175		461	35		49
50	Dutch East Indies																50
51	Peru	21.720	145	2,358			2,057	124	1	12	9,600	1,080					51
52	Portugal	3,368	106	517			36	5			24	4					52
53	Azore, Madeira, and Cape Verde Islands	135		46			151,259	4,202									53
54	Portuguese Poss. in Africa and adj. isl'ds.																54
55	Russia on the Baltic and White seas	91			1,131	6,375											55
56	Russia on the Black sea		19														56
57	Russia, Asiatic			201							240	23					57
58	San Domingo	1,216	224	4,389			891,669	29,203	1,269	9,396	1,572	217	14				58
59	Spain	282	290	428													59
60	Cuba	17,885	3,023	55,507	482	6,572	2,042,434	61,541	157	1,018	2,676	334	313	15,814	1,431		60
61	Porto Rico	1,494	74	1,665	508	15,428	11,350	384	369	2,008	144	17	663				61
62	Philippine Islands	3,115															62
63	Spanish Poss. in Africa and adjacent isl'ds.	3,465		3	145	5,413			1	10							63
64	Sweden and Norway	18	27	260	2,050	12,350											64
65	Switzerland			63													65
66	Turkey in Europe	206															66
67	Turkey in Asia																67
68	Turkey in Africa	446															68
69	United States of Colombia	15,370	1,627	20,010	1	10	1,953,465	107,596	2,006	19,594	185,754	22,183	7,284				69
70	Uruguay	6,292	66	374	4	45	144	6			480	72					70
71	Venezuela	6,293	1,140	4,328			290,598	12,241	53	481	25,119	3,260	151				71
72	All other countries and ports in Asia	545		550													72
73	All other countries and ports in Africa	29		180													73
74	All other islands and ports		166	2,795			400	30			183,350	19,478	1,216				74
	Total	322,059	70,076	516,850	220,792	1,397,534	16,943,748	587,082	15,760	106,967	16,229,163	1,719,685	78,208	463,381	14,751		

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	FISH.						FLAX, HEMP, AND JUTE, MANUFACTURES OF.					FRUITS.		
		Fish, dried, smoked, and cured, not elsewhere specified.		Fish, pickled, not elsewhere specified.		Shell-fish. Oysters.	Shell-fish. Other.	Bags.	Cordage.		Twine.	All other.	Apples, dried.		
		Pounds.	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic	85,968	6,473	.....	.....	14,398	8,425	.....	254,233	20,475	42,077	275	.....	.....	1
2	Austria	.....	.....	.....	.....	.....	.....	.....	.....	.....	422	.....	.....	.....	2
3	Belgium	40	6	.....	.....	20	.....	39,151	25,651	2,577	.....	1,888	211,596	12,129	3
4	Bolivia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Brazil	12,894	1,478	.....	.....	2,513	5,382	.....	123,525	10,335	24,087	4,072	1,995	134	5
6	Central American States: Costa Rica	9,022	795	13	148	684	163	1,091	72,005	7,309	275	1,376	300	35	6
7	Guatemala	4,032	469	.....	.....	398	308	3,747	33,959	3,792	65	1,520	760	45	7
8	Honduras	6,004	648	2	22	62	62	559	7,546	821	62	670	910	66	8
9	Nicaragua	20,540	2,291	1	3	911	988	697	78,805	7,716	393	1,133	184	11	9
10	San Salvador	1,300	82	.....	.....	33	.....	609	12,553	1,495	78	373	.....	.....	10
11	Chili	10,410	805	.....	.....	5,033	4,978	.....	209,848	17,737	2,265	1,239	350	39	11
12	China	1,290	91	.....	.....	.....	303	.....	38,315	4,190	483	.....	72	3	12
13	Denmark	242	28	.....	.....	5	2,625	1,647	42,300	4,450	.....	.....	2,500	250	13
14	Danish West Indies	38,104	1,578	526	2,388	342	145	269	48,131	4,947	238	155	225	13	14
15	Ecuador	7,300	431	.....	.....	1,421	2,154	6,894	193,012	16,173	2,434	1,676	50	8	15
16	France	22,519	827	814	3,657	412	15,918	53,675	14,278	1,686	5,766	1,997	1,521,847	59,174	16
17	French West Indies	81,824	1,376	378	2,163	10	109	.....	11,030	1,114	98	394	.....	.....	17
18	French Guiana	37,275	786	62	328	.....	344	.....	1,401	151	101	.....	.....	.....	18
16	Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....	.....	245	171	125,125	12,222	894	231	.....	.....	19
20	French East Indies	.....	.....	.....	.....	.....	.....	.....	2,265	223	.....	.....	.....	.....	20
21	French Poss. in Africa and adjacent isl'ds	6,010	108	.....	.....	.....	.....	.....	7,549	830	.....	.....	.....	.....	21
22	French Possessions, all other	8,060	495	.....	.....	246	563	526	41,560	5,253	.....	3,094	.....	.....	22
23	Germany	493,406	66,933	25	140	14,873	8,343	22,186	8,860	824	1,665	4,718	3,795,538	203,979	23
24	England	18,100	2,651	4	22	533,471	15,451	102,816	251,399	23,320	4,691	8,053	597,943	42,729	24
25	Scotland	6,084	646	.....	.....	8,751	1,373	16,450	11,834	1,183	.....	449	56,310	3,519	25
26	Ireland	.....	.....	.....	.....	.....	.....	17,684	.....	.....	.....	.....	.....	.....	26
27	Gibraltar	.....	.....	.....	.....	.....	.....	600	720	95	.....	.....	.....	.....	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	.....	.....	90	450	3,717	17,333	2,138	122,904	11,995	13,022	2,433	9,409	743	28
29	Quebec, Ontario, Manitoba, and the N.W.T.	206,032	8,327	77	766	86,199	.....	1,427	65,251	3,590	9,184	20,872	413,140	12,395	29
30	British Columbia	58,778	3,067	81	883	5,574	1,193	2,304	43,472	5,209	1,877	6,716	55,779	4,457	30

31	Newfoundland and Labrador					126			73,387	7,089	1,853	1,126	5,029	377	31
32	British West Indies	197,723	12,273	1,499	6,695	3,967	1,746	3,158	289,000	28,311	1,662	3,004	3,339	221	32
33	British Guiana	56,608	1,812	199	874	539	732	49	634	73	22	41			33
34	British Honduras	7,956	717	19	147	639	179	30	25,771	2,612	606	92	150	12	34
35	British East Indies	12,836	842			25	34		78,692	8,448					35
36	Hong-Kong	455,330	23,575			290	187,059		4,932	533	158	773	1,040	104	36
37	British Poss. in Africa and adjacent isl'ds	27,675	1,215	23	180	1,287	250	180	42,579	4,054	229		4,766	427	37
38	British Possessions in Australasia	31,850	1,548	585	3,135	11,638	17,362	38	28,608	2,952	17,011	3,973	74,425	5,256	38
39	British Possessions, all other								3,500	420					39
40	Greece														40
41	Hawaiian Islands	591,608	28,983			9,394	22,234	8,152	264,343	23,751	20	9,210	1,100	57	41
42	Hayti	1,281,340	34,607	14,025	76,209	324	26	167	28,675	2,903	298	1,696	400	25	42
43	Italy					128		7,223	11,767	1,093	64	1,229			43
44	Japan	2,990	136				698	1,222	50,734	5,913	69	1,488			44
45	Liberia	88,949	2,260	411	2,273		11	428	176	22	107	99			45
46	Mexico	66,315	6,079			7,861	3,082	24,079	138,662	13,582	468	12,698	2,475	226	46
47	Netherlands	850	110			30	107	12,078	16,391	1,748	96	2	1,342,003	65,456	47
48	Dutch West Indies	30,221	1,434	261	1,135	396	103	87	79,645	7,867	423	483	1,270	86	48
49	Dutch Guiana	7,128	210	122	497										49
50	Dutch East Indies								11,507	1,352					50
51	Peru	4,188	387			67	105		144,819	12,870	380	761			51
52	Portugal	1,478	170				3,030	20,060	4,255	487			450	21	52
53	Azore, Madeira, and Cape Verde Islands	2,380	74				1,800	833	19,665	1,964	108		700	35	53
54	Portuguese Poss. in Africa and adj. isl'ds														54
55	Russia on the Baltic and White seas											100			55
56	Russia on the Black sea								15,392	1,539					56
57	Russia, Asiatic								5,091	677		414			57
58	San Domingo	227,701	7,415	210	1,470	232	49	8,190	31,436	3,106	367	518	400	42	58
59	Spain	1,200	120			94	148	8,308	3,008	309		140			59
60	Cuba	350,995	16,923	154	1,103	5,986	2,435	14,264	2,358,826	204,113	2,336	17,014	50	4	60
61	Porto Rico	30,222	753	37	169	257	60	190	140,596	12,630	12	1,949	200	10	61
62	Philippine Islands								2,446	275	272	65			62
63	Spanish Poss. in Africa and adjacent isl'ds	14,120	349	10	47	20		34	12,165	1,261	53				63
64	Sweden and Norway										434		15,950	650	64
65	Switzerland														65
66	Turkey in Europe							800							66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	247,613	17,481	614	4,272	4,361	18,431	3,848	884,377	88,789	4,254	22,545	6,023	464	69
70	Uruguay	6,688	764			4,682	3,085		55,812	5,545	23,130	50			70
71	Venezuela	93,328	4,254	68	476	2,384	962	121	947,615	82,513	3,876	2,470	1,718	161	71
72	All other countries and ports in Asia														72
73	All other countries and ports in Africa														73
74	All other islands and ports	4,170	248			173	137	142	5,146	648		876			74
	Total	4,978,826	265,130	20,310	109,652	733,973	350,270	388,322	7,627,183	699,161	168,485	146,150	8,130,396	413,363	

No. 8.—EXPORTS of DOMESTIC MERCHANDISE by COUNTRIES—Year ending June 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	FRUITS. Apples, green or ripe.		FRUITS. Fruits, preserved. Canned.	FRUITS. Fruits, preserved. Other.	FRUITS. All other, green, ripe, or dried.	Furs, and fur-skins.	GLASS AND GLASS-WARE. Window glass.	GLASS AND GLASS-WARE. All other.	Glucose, or grape sugar.		Glue.		Grease, grease-scraps, and all soap-stock.	
		Barrels.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Argentine Republic			549		90			29,078			7,000	998	116	1
2	Austria														2
3	Belgium	188	640	1,453		473			489	1,891	57	19,512	2,293	51,508	3
4	Bolivia														4
5	Brazil	2,037	4,169	2,412	9	215			24,592			194	40	757	5
6	Central American States: Costa Rica	106	354	2,466	6	546		137	3,661			890	127	279	6
7	Guatemala	57	205	2,987		240			7,356			50	13	34	7
8	Honduras	76	229	949	19	212		240	3,529			206	33	180	8
9	Nicargua	70	218	3,240	127	481	15	71	3,605			726	177	128	9
10	San Salvador	135	545	2,007				99	2,771			385	63	629	10
11	Chili			967		567		421	6,857					2,857	11
12	China	171	809	4,420		24			865						12
13	Denmark	50	130	132		2			1,046					240	13
14	Danish West Indies	64	177	682		666			1,327			212	22	199	14
15	Ecuador			208	69	178		187	6,881			300	69	274	15
16	France	5	20	1,446	100	87	895		733	70,440	2,206	2,548	396	208,570	16
17	French West Indies	209	576	98		165			1,243			75	8		17
18	French Guiana	105	286	30		85			3					40	18
19	Miquelon, Langley, and St. Pierre Islands	399	976	64	271	311			886					67	19
20	French East Indies														20
21	French Poss. in Africa and adjacent islands			7											21
22	French Possessions, all other	26	114	3,504					1,556						22
23	Germany	3,003	10,254	7,222	1,247	1,106	788,180		11,321	50,739	1,634	26,766	3,540	97,734	23
24	England	444,719	1,035,051	159,335	3,063	30,763	3,977,268	250	65,691	4,156,924	108,613	20,727	2,203	134,933	24
25	Scotland	96,059	221,755	24,585	1,469	4,086	86		3,241	66,987	2,075	3,630	535	24,427	25
26	Ireland				28									187	26
27	Gibraltar			25					135						27
28	N. Scotia, N. Brunswick, and Pr. Ed. Island	1,421	2,944	2,181	101	43,075	401		21,180	30,054	1,151	4,711	732	6,292	28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	17,262	29,962	41,332	8,303	186,375	9,916	4,202	320,011	10,095	327	105,118	16,164	106,684	29
30	British Columbia	2,194	3,878	35,627	783	6,804	29,022	125	17,756					2,378	30

31	Newfoundland and Labrador	1,670	3,193	805	273	965			9,443	1,787	44	3,450	353	178	31
32	British West Indies	2,498	6,605	6,204	2,746	17,557		131	16,941	676	24	1,749	303	1,144	32
33	British Guiana	737	1,580	679	57	1,592			861					167	33
34	British Honduras	200	496	1,015	76	520		28	902			231	37	18	34
35	British East Indies			6,574	46	23			32						35
36	Hong-Kong	860	3,559	12,300					8,436						36
37	British Poss. in Africa and adjacent islands			2,426	87	70		431	530					2,434	37
38	British Possessions in Australasia	2,078	7,790	95,809	802	619		50	55,928	36,911	905	15,035	2,175	17,492	38
39	British Possessions, all other			80											39
40	Greece						220								40
41	Hawaiian Islands	1,401	5,333	33,914			356		23,762			293	38	743	41
42	Hayti	405	1,110	88	339	624		78	10,974			3,832	674	4	42
43	Italy			346		68			197					37	43
44	Japan	458	1,846	11,576	65		310		2,002						44
45	Liberia			542	33	24			203						45
46	Mexico	1,991	7,492	13,205	702	7,339		1,718	49,108	1,514	56	5,799	1,000	38,781	46
47	Netherlands	26	53	602	1,994	291	450		135			1,100	120	105,137	47
48	Dutch West Indies	89	280	275	196	691			2,314	118	5	1,091	157	6	48
49	Dutch Guiana	190	451	35		356									49
50	Dutch East Indies													9	50
51	Peru			143	59			18	5,947			300	64	493	51
52	Portugal			35		20			797						52
53	Azore, Madeira, and Cape Verde Islands			90	35				1,777						53
54	Portuguese Poss. in Africa and adj. isl'ds														54
55	Russia on the Baltic and White seas														55
56	Russia on the Black sea														56
57	Russia, Asiatic			2,183					127						57
58	San Domingo	235	735	256	349	442		25	1,931			250	48	891	58
59	Spain	1	5	29	90	22			3,931	43,879	1,320	12	3	284	59
60	Cuba	6,172	15,050	1,764	1,214	17,895	1	1,861	72,576			41,923	6,016	34,847	60
61	Porto Rico	387	1,064	52	153	235		74	11,981			699	111	129	61
62	Philippine Islands								133						62
63	Spanish Poss. in Africa and adjacent isl'ds			20					506					15	63
64	Sweden and Norway	1,194	4,574	34	5				82	4,189	168			157	64
65	Switzerland														65
66	Turkey in Europe			25											66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	1,497	4,238	11,547	3,835	8,466	125	5,711	34,989	727	35	4,785	971	7,807	69
70	Uruguay			541					4,100						70
71	Venezuela	1,423	4,126	1,536	660	3,046	32	98	9,314			1,763	270	622	71
72	All other countries and ports in Asia			988		31			12						72
73	All other countries and ports in Africa			125											73
74	All other islands and ports			3,023	78				1,765						74
	Total	591,868	1,382,872	506,794	29,489	337,447	4,807,277	15,955	867,549	4.476,931	118,620	275,362	39,773	849,908	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	GUNPOWDER AND OTHER EXPLOSIVES. Gunpowder.		GUNPOWDER AND OTHER EXPLOSIVES. All other.	Hair, and manufactures of.	Hay.		Hides and skins, other than furs.	Honey.	Hops.		Ice.		
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	
1	Argentine Republic			4,570	260	1	15	315						1
2	Austria													2
3	Belgium			1,272	42,465	40	650	5,294	6,625					3
4	Bolivia													4
5	Brazil	11,204	2,152	22,497	528	28	453	400	29			585	2,320	5
6	Central American States: Costa Rica	95,516	11,593	2,066	137	61	997	117	16	3,490	924	11	143	6
7	Guatemala	41,244	3,432	2,954		3	46			4,356	953	2	30	7
8	Honduras	7,575	723	14,623	14	4	76	74	3			1	24	8
9	Nicaragua	6,692	1,733	23,615	127		8		19			3	27	9
10	San Salvador			6,327	15	5	73							10
11	Chili	15,950	2,804	6,559	68									11
12	China			5,007	16	5	81	707	40	952	309			12
13	Denmark							2,920	120					13
14	Danish West Indies			166		5	134	124		152	32	1,647	3,202	14
15	Ecuador			2,266					14	990	349			15
16	France				10,705	4	75	86,461	11,855					16
17	French West Indies			81		97	1,745					4,761	7,019	17
18	French Guiana	475	57	14		34	526					628	1,886	18
19	Miquelon, Langley, and St. Pierre Islands	2,900	365			29	578							19
20	French East Indies													20
21	French Possessions in Africa and adjacent isl'ds													21
22	French Possessions, all other			390		20	269			433	141			22
23	Germany			617	8,972			54,357	11,051	3,141	835			23
24	England			16,176	163,697	4,459	83,907	128,591	24,809	32,445	8,292			24
25	Scotland			1,576	83,271	18	330	96,495	418	8,543	2,000			25
26	Ireland								919					26
27	Gibraltar													27
28	Nova Scotia, New Brunswick, and Pr. Ed. Isl'd	19,900	1,913	2,954	1,548			19,972		11,069	2,529	20	50	28
29	Quebec Ontario, Manitoba, and Northwest Ter.	90,951	15,908	16,373	13,946	64	481	332,403	99	87,509	15,009	10	25	29
30	British Columbia	873	161	10,373	92	359	4,444	654	2,225	20,068	3,933	8	153	30
31	Newfoundland and Labrador			6				129	19	1,782	306			31

32	British West Indies	1,810	410	6,637	94	1,285	19,778	515	428	11,520	2,319	16,423	33,872	32
33	British Guiana			1,144		202	3,198					4,766	11,708	33
34	British Honduras	388	78	747		128	2,357		4	212	59	140	927	34
35	British East Indies			467					60	4,648	831			35
36	Hong-Kong			697		10	121		173	610	117			36
37	British Possessions in Africa and adjacent isl'ds			2,677					62					37
38	British Possessions in Australasia			20,531	5,090			756	1,488	31,125	6,674			38
39	British Possessions, all other	300	120											39
40	Greece													40
41	Hawaiian Islands	6,300	1,034	13,940	492	4,841	64,591	405	1,248	1,160	226			41
42	Hayti	25,000	4,500	208	53	13	218	462		613	172	1,507	1,941	42
43	Italy			286				15,970						43
44	Japan			3,514		4	60	3,877	212	8,056	2,003			44
45	Liberia			33										45
46	Mexico	11,213	1,968	175,834	39	462	6,153	641	111	8,213	2,066	28	674	46
47	Netherlands				20			2,310	4,658					47
48	Dutch West Indies			973	47	11	181			245	71	1,058	1,570	48
49	Dutch Guiana			304		2	49					842	2,528	49
50	Dutch East Indies			46										50
51	Peru	154	47	3,305				45	270					51
52	Portugal			188				8,908						52
53	Azore, Madeira, and Cape Verde Islands	14	3	17	8	15	286							53
54	Portuguese Possessions in Africa and ad. is'lds													54
55	Russia on the Baltic and White seas			130										55
56	Russia on the Black sea			176										56
57	Russia, Asiatic			1,393		2	39	370	30	210	31			57
58	San Domingo	5,225	1,696	11,725	106	2	40	318		587	153			58
59	Spain			322										59
60	Cuba	32,715	4,473	10,127	958	969	14,544	818	6	3,447	879	1,377	1,880	60
61	Porto Rico			567	93			356		1,620	344			61
62	Philippine Islands													62
63	Spanish Possessions in Africa and adjac'nt isl'ds			22										63
64	Sweden and Norway							300	100					64
65	Switzerland													65
66	Turkey in Europe			18					18					66
67	Turkey in Asia													67
68	Turkey in Africa													68
69	United States of Colombia	98,078	13,011	59,862	2,666	689	11,468	159	23	7,630	1,991	8,161	23,291	69
70	Uruguay			31,477										70
71	Venezuela			1,168	21	2	35	432		5,895	1,422			71
72	All other countries and ports in Asia								2					72
73	All other countries and ports in Africa			389										73
74	All other islands and ports			1,498										74
	Total	474,477	68,181	490,904	335,548	13,873	218,006	765,655	67,154	260,721	54,970	41,978	93,270	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	INDIA-RUBBER AND GUTTA-PERCHA, MANUFACTURES OF.				Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric.	IRON AND STEEL, AND MANUFACTURES OF.										
		Boots and shoes.		All other.	Ink, printers' and other.		Iron ore.		Pig iron.		Band, hoop, and scroll iron.		Bar iron.		Car-wheels.		
		Pairs.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*No.*	*Dollars.*	
1	Argentine Republic	318	254	6,699	3,854	5,055					219,425	*7,816			1,402	9,545	1
2	Austria			1,652													2
3	Belgium	720	675	21,743	60	92,068											3
4	Bolivia																4
5	Brazil	429	557	18,887	4,450	20,528					1,102	36			3,052	26,934	5
6	Central American States: Costa Rica	28	9	5,171	608	3,221					4,747	304	49,906	1,740	84	562	6
7	Guatemala	24	13	2,192	155	8,518					796	49	7,125	287	4	51	7
8	Honduras	60	49	2,029	168	2,377					4,976	193	23,362	725	48	173	8
9	Nicaragua	230	149	1,358	209	1,680				5	150	8	4,458	159	12	145	9
10	San Salvador			1,344	94	5,840							17,048	662	80	480	10
11	Chili	50	105	7,261	494	22,984			50	1,700					702	7,556	11
12	China	338	598	3,700	133	7,005											12
13	Denmark	4,315	1,999	132	312	2,269											13
14	Danish West Indies			1,672	29	228											14
15	Ecuador			2,734	358	4,895					1,570	63	14,530	359			15
16	France	180	108	58,575		58,237											16
17	French West Indies			125	5	197											17
18	French Guiana	12	47	34									345	7			18
19	Miquelon, Langley, and St. Pierre Islands	732	1,441	266													19
20	French East Indies																20
21	French Poss. in Africa and adjacent isl'ds			75									188	4			21
22	French Possessions, all other	86	107	1,049	148								3,180	73			22
23	Germany	12,955	5,726	92,326	897	20,150									60	600	23
24	England	12,502	9,481	159,384	27,913	111,665									222	1,112	24
25	Scotland	22	25	36,246	2,838	11,191			1	10					100	600	25
26	Ireland					37											26
27	Gibraltar					50											27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	12,107	8,243	21,003	4,222	3,546			1,230	25,464			7,500	243	8	100	28
29	Quebec, Ontario, Manitoba, and N. W. T.	11,065	14,421	81,724	7,896	19,495	2,502	5,069	6,296	110,627	47,965	1,319	15,036	422	152	1,315	29
30	British Columbia	6,928	14,275	21,907	1,851	1,125							224,922	5,896			30
31	Newfoundland and Labrador	5,925	2,957	2,178	401	3,145					100	4	2,472	68			31

32	British West Indies	234	315	3,860	907	8,656					3,365	105	2,663	107	8	75	32
33	British Guiana			150	8	133											33
34	British Honduras	24	12	215	49	530							295	7			34
35	British East Indies			808		121									60	378	35
36	Hong-Kong	73	233	778	250	321											36
37	British Poss. in Africa and adjacent isl'ds.			530	6	80											37
38	British Possessions in Australasia	2,424	5,802	22,512	10,561	6,151									850	5,071	38
39	British Possessions, all other																39
40	Greece																40
41	Hawaiian Islands			20,339	1,649	6,926			20	376			294,890	7,874	840	4,256	41
42	Hayti	168	156	573	472	235					4,573	160	12,568	349	10	100	42
43	Italy			3,094	6	34,417											43
44	Japan	6,284	8,900	10,264	14,564	38,717											44
45	Liberia	12	4														45
46	Mexico	4,232	1,913	34,607	4,451	29,012			41	842	76,824	1,652	497,540	14,119	758	7,079	46
47	Netherlands			28,516	264	1,323									192	1,067	47
48	Dutch West Indies	209	122	929	279	1,038					400	21					48
49	Dutch Guiana																49
50	Dutch East Indies																50
51	Peru			4,738	838	3,311			125	3,175					136	1,324	51
52	Portugal	36	17	122	76	14											52
53	Azore, Madeira, and Cape Verde Islands	101	152	1													53
54	Portuguese Poss. in Africa and adj. isl'ds.																54
55	Russia on the Baltic and White seas					1,400											55
56	Russia on the Black sea																56
57	Russia, Asiatic																57
58	San Domingo	285	172	1,365	219	996							29,965	815	14	150	58
59	Spain	165	66	2,150	235	2,225											59
60	Cuba	107	203	26,773	7,453	18,062			36	702	21,689	530	69,502	1,685	3,337	26,447	60
61	Porto Rica	48	18	1,126	1,077	2,822							3,000	92			61
62	Philippine Islands																62
63	Spanish Poss. in Africa and adjacent isld's.				16												63
64	Sweden and Norway			6,220	15	2,933											64
65	Switzerland				60	2,600											65
66	Turkey in Europe			716													66
67	Turkey in Asia				300												67
68	Turkey in Africa																68
69	United States of Colombia	2,217	1,608	23,934	2,693	21,429					1,051	42	794,506	19,601	259	2,402	69
70	Uruguay			1,437	538	1,448									208	1,343	70
71	Venezuela	521	258	5,812	1,704	8,606			2	48			56,024	1,593			71
72	All other countries and ports in Asia					40											72
73	All other countries and ports in Africa					210											73
74	All other islands and ports			79													74
	Total	86,166	81,190	753,114	105,785	599,262	2,502	5,069	7,801	142,949	388,733	12,302	2,131,025	56,887	12,598	98,865	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	IRON AND STEEL, AND MANUFACTURES OF.														
		Castings, not elsewhere specified.	Cutlery.	Firearms.	Ingots, bars, and rods of steel.		Locks, hinges, and other builders' hardware.	Machinery, not elsewhere specified.	Nails and spikes.		Plates and sheets. Of iron.		Plates and sheets. Of steel.		Printing presses, and parts of.	
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dolls.*	*Pounds.*	*Dolls.*	*Dollars.*	
1	Argentine Republic	3,234	4,505	18,541	.....	.....	24,202	106,004	250,800	11,893	.....	.....	.....	.....	2,221	1
2	Austria	.....	127	.....	.....	.....	.....	2,012	.....	.....	.....	.....	.....	.....	85	2
3	Belgium	3,092	1,142	23,623	.....	.....	15,773	19,210	.....	.....	.....	.....	.....	.....	3,086	3
4	Bolivia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Brazil	3,799	25,676	24,212	90	27	10,538	149,413	568,810	15,867	3,138	114	.....	.....	7,632	5
6	Central American States: Costa Rica	826	3,193	1,226	12,362	1,196	7,210	19,314	39,555	1,724	500	21	.....	.....	691	6
7	Guatemala	513	817	3,992	.....	.....	797	32,338	19,416	629	11,890	644	.....	.....	960	7
8	Honduras	224	614	1,283	3,133	475	3,726	42,697	40,292	1,372	4,977	238	.....	.....	403	8
9	Nicaragua	70	3,418	43,239	711	81	8,292	9,705	59,210	1,911	2,031	124	.....	.....	4,191	9
10	San Salvador	936	462	3,701	518	47	482	21,557	26,335	820	490	21	.....	.....	720	10
11	Chili	420	4,457	4,054	3,000	165	89,654	104,755	3,457,525	82,885	.....	.....	.....	.....	4,085	11
12	China	.....	110	6,769	.....	.....	2,210	24,606	145,500	3,332	.....	.....	.....	.....	1,746	12
13	Denmark	351	451	60	.....	.....	6,757	4,763	.....	.....	.....	.....	.....	.....	.....	13
14	Danish West Indies	747	82	150	629	57	179	6,964	62,580	1,960	.....	.....	.....	.....	.....	14
15	Ecuador	395	5,980	5,423	3,269	276	6,024	71,023	2,800	139	32,290	995	.....	.....	1,734	15
16	France	1,735	2,705	1,377	.....	.....	2,522	172,501	.....	.....	.....	.....	.....	.....	12,932	16
17	French West Indies	.....	.....	33	.....	.....	5	229	6,700	212	.....	.....	576	60	.....	17
18	French Guiana	60	50	.....	253	29	177	12,460	4,800	139	.....	.....	.....	.....	.....	18
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	102	.....	.....	2,791	75	74,300	2,090	.....	.....	.....	.....	.....	19
20	French East Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	French Poss. in Africa and adjacent isl'ds	.....	.....	.....	.....	.....	.....	600	.....	.....	.....	.....	.....	.....	.....	21
22	French Possessions, all other	.....	50	197	.....	.....	37	261	37,080	1,336	.....	.....	.....	.....	.....	22
23	Germany	14,700	1,787	21,856	.....	.....	108,003	214,978	159,700	4,158	.....	.....	.....	.....	20,918	23
24	England	98,327	12,200	56,497	8,019	658	221,097	860,272	8,800	235	592	37	.....	.....	12,394	24
25	Scotland	281	71	4,441	.....	.....	6,460	117,981	.....	.....	.....	.....	.....	.....	18,302	25
26	Ireland	.....	.....	.....	.....	.....	51	1,068	.....	.....	.....	.....	.....	.....	.....	26
27	Gibraltar	.....	94	.....	.....	.....	66	142	.....	.....	.....	.....	.....	.....	.....	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	9,562	966	923	.....	.....	63,320	39,277	5,100	171	6,888	185	.....	.....	4,050	28
29	Quebec, Ontario, Manitoba, and N. W. T	48,727	1,256	15,110	47,701	3,168	228,630	285,234	36,268	868	1,520,292	39,056	486,541	10,730	3,643	29
30	British Columbia	8,484	722	7,590	.....	.....	4,647	31,905	168,847	5,408	9,800	424	19,226	603	3,998	30

31	Newfoundland and Labrador	179	171	23	368	18	15,367	8,187	1,300	34					35	31
32	British West Indies	979	681	31,754			13,064	17,656	389,106	11,045					376	32
33	British Guiana		58	190			557	7,983	4,100	138						33
34	British Honduras			674	272	27	669	4,354	44,912	1,325	953	57				34
35	British East Indies			3,489			718	4,781								35
36	Hong-Kong		170	2,487			2,057	5,199	3,700	99					297	36
37	British Poss. in Africa and adjacent isl'ds.	127	81	218			9,316	7,687	244,024	6,358						37
38	British Possessions in Australasia	3,889	5,822	17,710			231,626	361,004	295,566	9,972					12,981	38
39	British Possessions, all other	50														39
40	Greece						169	1,166								40
41	Hawaiian Islands	19,372	2,093	8,482	4,551	261	9,582	108,895	1,125,055	32,038	53,240	3,813	7,104	328	755	41
42	Hayti	109	344		266	28	4,574	11,166	235,300	6,287	2,385	132			155	42
43	Italy		44	3,996			27,601	41,022								43
44	Japan	275	611	5,212			17,310	85,000	16,800	519						44
45	Liberia		3	69			162	12	46,100	1,249					161	45
46	Mexico	15,576	14,905	45,348	16,819	1,286	45,017	426,027	1,043,708	34,776	93,747	4,896	11,158	628	12,796	46
47	Netherlands	1,216	45	14,367			19,985	31,084							330	47
48	Dutch West Indies	15	148	12			1,013	1,838	5,100	153	825	45			1,078	48
49	Dutch Guiana						305									49
50	Dutch East Indies			178												50
51	Peru	229	1,236	2,924	157	17	10,870	35,280	41,260	1,301			5,598	280	2,994	51
52	Portugal	110	117	2,010			3,153	3,842							1,224	52
53	Azore, Madeira, and Cape Verde Islands		5	8			3,808	732	2,600	67					35	53
54	Portuguese Poss. in Africa and adj. isl'ds.							190								54
55	Russia on the Baltic and White seas		150	4,478			325	7,543								55
56	Russia on the Black sea			1,250			327	5,076								56
57	Russia, Asiatic			912				1,705	17,500	538						57
58	San Domingo	407	1,484	12,474	46	5	3,989	28,092	116,950	3,578					559	58
59	Spain		117	1,337			2,019	6,366	1,900	82					528	59
60	Cuba	13,180	13,316	735	2,729	187	41,757	649,765	1,871,431	46,990	94,753	4,501	14,368	176	11,084	60
61	Porto Rico	344	289	74			1,791	16,729	144,618	3,730	1,800	60			941	61
62	Philippine Islands						291	916								62
63	Spanish Poss. in Africa and adjacent isl'ds.						668	1,495	3,700	102						63
64	Sweden and Norway	75		213			8,388	8,313			5,000	250			775	64
65	Switzerland	176	596				748	1,162								65
66	Turkey in Europe			206			213	1,467								66
67	Turkey in Asia			420				1,299								67
68	Turkey in Africa						4,418	28,334								68
69	United States of Colombia	10,084	17,244	174,907	27,967	2,503	49,111	225,849	671,840	17,890	278,514	8,134	19,509	1,378	5,274	69
70	Uruguay	579	846	72,822			2,923	28,181	5,000	180	6,400	192			785	70
71	Venezuela	3,706	5,027	3,624	1,348	113	9,565	62,943	50,300	1,475	32,012	1,167			5,624	71
72	All other countries and ports in Asia						24	17,489	3,100	80					176	72
73	All other countries and ports in Africa		8	1,782			202	541	700	24						73
74	All other islands and ports			5,469					15,830	496						74
	Total	267,160	136,546	664,253	134,208	10,624	1,357,332	4,607,714	11,575,918	317,675	2,162,517	65,106	564,080	14,183	162,754	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	IRON AND STEEL, AND MANUFACTURES OF.															
		Railroad bars or rails.				Saws and tools.	Scales and balances.	Sewing-machines, and parts of.	Steam engines, and parts of.							Stoves and ranges, and parts of.	
		Of iron.		Of steel.					Fire engines.		Locomotive engines.		Stationary engines.		Boilers and parts of engines.		
		Tons.	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic					103,054	31,874	83,832			2	17,276	34	25,395	3,268	18,342	1
2	Austria					231	2,250	1,889									2
3	Belgium					5,428		55,862					3	996		11,617	3
4	Bolivia																4
5	Brazil			116	4,190	114,233	6,934	41,831			21	134,872	6	3,856	15,439	12,499	5
6	Central American States: Costa Rica					6,337	4,859	12,794							7,928	1,266	6
7	Guatemala					6,020	1,476	7,835					3	600	1,752	870	7
8	Honduras					3,646	465	4,316					2	1,672	968	236	8
9	Nicaragua					6,207	2,049	11,378							1,354	1,576	9
10	San Salvador			1	50	3,172	655	10,589					2	3,154	965	561	10
11	Chili					13,644	11,666	9,980	1	4,483	4	31,036	15	13,113	4,714	9,120	11
12	China					1,495	5,880	2,906			1	9,000			300	4,363	12
13	Denmark					237	113								362	249	13
14	Danish West Indies					683	316	100					2	2,790	501	203	14
15	Ecuador					18,960	1,589	19,018			2	8,400	2	2,424	2,485	409	15
16	France					9,382	102	102,026					9	3,493	224	764	16
17	French West Indies					80	20	997								99	17
18	French Guiana			1	24	399	15	241					2	1,210	12		18
19	Miquelon, Langley, and St. Pierre Islands							186								2,450	19
20	French East Indies																20
21	French Poss. in Africa and adjacent isl'ds					193		5								60	21
22	French Possessions, all other					1,796	137	5,489								752	22
23	Germany					40,646	1,103	384,610	1	2,600			5	3,276	5,495	3,674	23
24	England				10	124,734	14,759	685,163					9	5,950	2,177	23,364	24
25	Scotland					6,923	1,053	122,812					1	235	58	2,688	25
26	Ireland					72		5,250									26
27	Gibraltar						26	82								111	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd					4,675	4,103	4,626					4	2,100	637	1,061	28
29	Quebec, Ontario, Manitoba, and N. W. T	8	203			9,887	23,358	76,760	1	2,000			3	1,225	5,025	9,203	29
30	British Columbia					10,468	463	5,342			1	7,615			4,770	2,939	30

31	Newfoundland and Labrador					4,868	51	1,070					1	100	441	378	31
32	British West Indies					14,907	3,566	7,375					3	1,260	351	6,444	32
33	British Guiana					2,204	516	225								496	33
34	British Honduras					2,246	130	2,533							123	226	34
35	British East Indies					2,848	911	1,386							250		35
36	Hong-Kong					1,316	7,299	884								259	36
37	British Poss. in Africa and adjacent isl'ds					75,672	2,910	990								4,014	37
38	British Possessions in Australasia					317,964	19,540	124,626			1	10,000	13	10,590	4,668	36,586	38
39	British Possessions, all other																39
40	Greece																40
41	Hawaiian Islands					9,469	2,039	13,634					3	3,521	13,668	11,489	41
42	Hayti					5,496	949	2,242							3,000	1,075	42
43	Italy					779	96	21,527					4	4,160		275	43
44	Japan					14,999	3,288	736					2	2,075	2,625	5,580	44
45	Liberia					381	831	171								127	45
46	Mexico	497	17,704	1,423	44,960	111,250	5,739	125,699			11	71,548	19	37,984	30,897	5,518	46
47	Netherlands					9,552	359	41,152					2	1,100	611	1,036	47
48	Dutch West Indies			2	97	1,988	224	1,150							165	331	48
49	Dutch Guiana							103								223	49
50	Dutch East Indies					19											50
51	Peru					10,418	3,258	25,238					1	340	753	670	51
52	Portugal					913	570	1,069								1,640	52
53	Azore, Madeira, and Cape Verde Islands					58		187								348	53
54	Portuguese Poss. in Africa and adj. isl'ds																54
55	Russia on the Baltic and White seas					4,489	7,653						1	900		271	55
56	Russia on the Black sea					1,209									447		56
57	Russia, Asiatic					1,817	274									748	57
58	San Domingo					2,394	1,032	1,313					2	2,850	6,352	28	58
59	Spain					638	153	5,950			2	8,901	2	366			59
60	Cuba	19	489	472	16,408	85,976	30,696	53,965			9	48,467	28	39,577	119,857	1,971	60
61	Porto Rico			3	148	3,082	3,904	1,246					3	1,464	3,886	298	61
62	Philippine Islands					160	147										62
63	Spanish Poss. in Africa and adjacent isl'ds					137	304	1,064								90	63
64	Sweden and Norway					6,554	8	16,573								645	64
65	Switzerland					295		3,546								332	65
66	Turkey in Europe					316		124								368	66
67	Turkey in Asia						16	18,434									67
68	Turkey in Africa					12		264								14	68
69	United States of Colombia			4	177	77,158	4,969	41,503			2	17,250	17	20,058	19,324	8,458	69
70	Uruguay					14,474	2,701	13,029					9	4,858		16	70
71	Venezuela			219	8,266	26,418	5,216	26,821			2	8,880	7	10,368	15,938	1,269	71
72	All other countries and ports in Asia					368	750	279								55	72
73	All other countries and ports in Africa						200	42								26	73
74	All other islands and ports					260		784								878	74
	Total	524	18,396	2,241	74,330	1,305,706	225,564	2,212,853	3	9,083	58	373,245	219	213,060	281,790	200,658	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	IRON AND STEEL, AND MANUFACTURES OF.			Jewelry, and manufactures of gold and silver.	Lamps, chandeliers, and all devices and appliances for illuminating purposes.	Lead, and manufactures of.	LEATHER, AND MANUFACTURES OF.							
								Leather.					Manufactures of.		
		Wire.		All other manufactures of iron and steel.				Buff, grain, splits, and all finished upper leather.	Patent or enameled.	Sole.		All other.	Boots and shoes.		
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pairs.*	*Dollars.*	
1	Argentine Republic	15,750	861	145,721	35,763	87,282	657	1,225	6,289	15,501	2,529	.....	144	215	1
2	Austria	.....	.....	130	288	.....	.....	.....	.....	77,034	12,781	.....	.....	.....	2
3	Belgium	.....	.....	21,791	90	568	487	103,692	.....	900,345	198,787	10,070	.....	.....	3
4	Bolivia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Brazil	172,906	7,451	104,133	51,779	52,247	11,771	1,674	1,907	3,464	903	1,123	5,769	5,643	5
6	Central American States: Costa Rica	245,370	9,504	34,170	4,032	2,148	5,503	44	.....	100	22	.....	3,577	3,883	6
7	Guatemala	233,882	9,086	24,325	2,210	2,067	502	.....	.....	.....	.....	12	2,188	2,546	7
8	Honduras	102,513	4,395	11,342	5,038	1,081	508	106	.....	350	76	.....	4,529	5,473	8
9	Nicaragua	466,784	19,074	1[illegible],002	2,854	4,621	3,994	141	.....	60	18	.....	18,702	20,936	9
10	San Salvador	118,078	4,742	14,128	1,050	2,309	473	86	.....	80	32	75	92	298	10
11	Chili	200,600	7,430	111,504	4,152	13,548	3,478	186	.....	1,000	270	92	554	624	11
12	China	.....	.....	6,541	945	6,344	.....	1,350	.....	3,430	901	.....	614	1,783	12
13	Denmark	400	165	8,867	53	359	20	2,816	.....	94,288	19,903	50	5	8	13
14	Danish West Indies	14,750	565	3,406	42	727	58	445	63	12,119	2,885	188	10,059	9,483	14
15	Ecuador	233,811	9,101	11,226	12,063	10,446	1,968	.....	.....	.....	.....	15	12,458	12,744	15
16	France	.....	.....	19,137	35,983	1,777	57	3,763	.....	266	52	.....	24	30	16
17	French West Indies	8,000	295	1,288	1,012	361	64	72	.....	1,152	307	.....	432	316	17
18	French Guiana	150	6	1,780	.....	94	.....	.....	.....	.....	.....	.....	225	276	18
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	1,563	.....	1,214	.....	142	.....	5,744	1,228	70	1,554	4,057	19
20	French East Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	French Poss. in Africa and adjacent islands	.....	.....	8	.....	135	.....	.....	.....	.....	.....	.....	.....	.....	21
22	French Possessions, all other	.....	.....	21,377	956	654	375	.....	.....	3,467	817	.....	2,067	3,223	22
23	Germany	.....	.....	34,289	33,412	8,695	1,294	17,831	8,194	1,953,289	369,764	7,244	364	455	23
24	England	16,684	1,929	146,094	52,190	55,723	44,902	2,722,010	63,825	21,584,686	3,862,316	167,423	3,947	4,816	24
25	Scotland	5,600	310	25,037	76	4,358	95	2,939	.....	1,146,541	220,960	3,009	139	556	25
26	Ireland	.....	.....	67	.....	1,361	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Gibraltar	.....	.....	560	.....	342	.....	.....	210	.....	.....	.....	.....	.....	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Islands	15,800	638	40,576	1,151	1,225	1,158	8,170	452	690	125	1,822	7,378	6,932	28
29	Quebec, Ontario, Manitoba, and N. W. Ter	198,804	7,749	415,728	104,584	9,335	10,441	22,292	.....	456	148	17,[illegible]65	17,729	43,412	29
30	British Columbia	12,289	604	75,405	3,660	1,709	6,021	.....	.....	56,474	13,763	2,603	13,754	23,674	30

31	Newfoundland and Labrador	458	30	6,270	23	384	142	3,389	.....	447,588	82,767	72	1,803	3,559	31
32	British West Indies	83,022	3,258	21,672	2,744	9,589	719	235	640	23,724	5,334	833	81,044	80,435	32
33	British Guiana	.....	.....	1,424	88	6,632	4	960	201	6,890	1,537	140	5,729	5,787	33
34	British Honduras	9,106	340	1,062	801	645	34	201	.....	6,230	1,416	31	15,335	14,399	34
35	British East Indies	.....	.....	5,544	1,300	5,164	62	.....	.....	.....	.....	.....	.....	.....	35
36	Hong-Kong	.....	.....	3,862	152	9,971	.....	.....	.....	695	168	.....	.....	.....	36
37	British Poss. in Africa and adjacent islands	56,789	2,078	11,972	15	798	.....	1,150	78	24,824	5,445	.....	60	78	37
38	British Possessions in Australasia	1,883,222	92,503	268,366	7,176	88,558	3,925	111,958	66,188	113,689	24,609	1,944	1,094	1,698	38
39	British Possessions, all other	.....	.....	16	.....	18	.....	.....	.....	.....	.....	.....	42	130	39
40	Greece	.....	.....	103	.....	85	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Hawaiian Islands	20,052	750	152,687	18,679	6,338	1,013	55	.....	169,767	38,395	70	58,851	95,729	41
42	Hayti	6,998	236	6,316	26	2,069	714	.....	501	2,248	413	189	37,562	37,580	42
43	Italy	.....	.....	3,520	1,171	1,659	1,075	6,982	1,169	.....	.....	.....	624	390	43
44	Japan	22,878	1,179	30,283	3,988	3,737	252	.....	1,085	755,851	187,681	413	590	953	44
45	Liberia	9,851	365	910	130	126	.....	16	.....	.....	.....	.....	1,476	1,720	45
46	Mexico	922,703	37,424	249,708	30,397	27,673	9,247	.....	800	7,804	2,225	1,714	37,286	40,826	46
47	Netherlands	.....	.....	1,796	5	521	94	52,414	3,460	317,604	82,401	1,506	.....	.....	47
48	Dutch West Indies	2,413	109	2,221	3,475	1,289	1,281	37	158	37,094	7,769	29	9,736	8,369	48
49	Dutch Guiana	.....	.....	490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
50	Dutch East Indies	.....	.....	2	.....	82	.....	.....	81	.....	.....	.....	.....	.....	50
51	Peru	9,700	388	8,743	4,951	7,450	1,038	272	.....	.....	.....	80	790	1,209	51
52	Portugal	1,070	40	3,089	70	4,128	.....	.....	.....	95	18	54	120	430	52
53	Azore, Madeira, and Cape Verde Islands	.....	.....	1,573	445	102	.....	.....	.....	.....	.....	.....	614	671	53
54	Portuguese Poss. in Africa and adj. islands	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	Russia on the Baltic and White seas	.....	.....	59	.....	25	.....	.....	.....	20,458	4,340	.....	.....	.....	55
56	Russia on the Black sea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
57	Russia, Asiatic	.....	.....	2,445	.....	25	.....	.....	.....	4,510	1,116	.....	1,620	2,469	57
58	San Domingo	70,261	2,701	10,413	1,027	2,420	844	776	1,232	97	35	258	26,969	25,956	58
59	Spain	.....	.....	9,104	2,451	833	155	.....	.....	.....	.....	.....	.....	.....	59
60	Cuba	2,999,103	106,098	201,970	9,990	22,870	10,693	4,376	13,800	6,856	1,610	1,164	109,231	120,257	60
61	Porto Rico	118,464	4,417	8,171	2,966	4,074	1,782	6	75	32	9	262	2,149	2,335	61
62	Philippine Islands	.....	.....	63	.....	.....	.....	.....	1,740	.....	.....	.....	.....	.....	62
63	Spanish Poss. in Africa and adjacent islands	.....	.....	446	110	578	.....	.....	.....	.....	.....	.....	504	474	63
64	Sweden and Norway	.....	.....	1,938	.....	210	26	292	.....	2,627,201	517,047	.....	.....	.....	64
65	Switzerland	.....	.....	60	138	5	.....	925	.....	91,424	21,028	4,835	.....	.....	65
66	Turkey in Europe	.....	.....	.....	.....	165	.....	210	.....	.....	.....	.....	.....	.....	66
67	Turkey in Asia	.....	.....	627	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	67
68	Turkey in Africa	.....	.....	56	.....	.....	.....	190	.....	.....	.....	.....	.....	.....	68
69	United States of Colombia	655,642	24,689	350,444	17,129	36,365	10,135	359	560	4,814	1,095	520	123,072	134,035	69
70	Uruguay	38,000	2,210	6,022	1,226	13,221	1,080	.....	.....	.....	.....	.....	.....	.....	70
71	Venezuela	640,102	24,039	37,761	10,268	10,467	2,922	46	2,354	357	106	198	33	43	71
72	All other countries and ports in Asia	.....	.....	50	.....	796	91	.....	.....	.....	.....	.....	11	22	72
73	All other countries and ports in Africa	.....	.....	75	.....	420	.....	.....	.....	.....	.....	.....	.....	.....	73
74	All other islands and ports	.....	.....	9,180	.....	1,450	.....	.....	.....	.....	.....	.....	1,065	1,580	74
	Total	9,612,005	386,759	2,742,708	474,324	541,872	141,154	3,073,833	175,062	30,530,488	5,695,151	225,473	623,714	732,517	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	LEATHER, AND MANUFACTURES OF. Manufactures of. Harness and saddles.	LEATHER, AND MANUFACTURES OF. Manufactures of. All other.	Lime and cement.		MALT LIQUORS. In bottles.		MALT LIQUORS. Not in bottles.		MARBLE AND STONE, AND MANUFACTURES OF. Unmanufactured.	MARBLE AND STONE, AND MANUFACTURES OF. Manufactures of. Roofing slate.	MARBLE AND STONE, AND MANUFACTURES OF. Manufactures of. All other, not elsewhere specified.	Matches.	MUSICAL INSTRUMENTS. Organs.		
		Dollars.	*Dollars.*	*Barrels.*	*Dollars.*	*Dozens.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*No.*	*Dollars.*	
1	Argentine Republic	13,715	1,433	891	1,123	3,365	6,407			575	1,200	18,187		26	1,748	1
2	Austria															2
3	Belgium	361	2,364							21,620		7,726		13	979	3
4	Bolivia															4
5	Brazil	7,584	30,323	647	865	3,853	8,060			699		4,915	445	19	1,766	5
6	Central American States: Costa Rica	2,372	588	218	406	5,476	10,376	20	8	13		424	107	1	75	6
7	Guatemala	1,745	334	46	151	13,786	18,903	1,160	414			1,204	673	1	78	7
8	Honduras	619	562	288	378	7,008	10,769	200	85			202	1,340	1	88	8
9	Nicaragua	2,834	1,263	240	446	8,254	12,557	3,316	1,547			1,048	3,621	4	313	9
10	San Salvador	1,094	636			10,683	11,760	5,150	2,229			1,485	437			10
11	Chili	1,727	2,413	51	103	130	272					5,054		7	883	11
12	China	305	780	1	2	3,356	6,091					50		22	3,094	12
13	Denmark		519	7	15							3,533		17	1,103	13
14	Danish West Indies	1,369	421	200	406	1,080	2,030					594	1,838			14
15	Ecuador	5,202	1,624	1	1	668	757			17		414		4	266	15
16	France	925	776			50	120	48	10			10,152		7	1,370	16
17	French West Indies	799		265	480	2,960	5,222	1,000	200			40	1,114			17
18	French Guiana			5	15	486	892						2,157			18
19	Miquelon, Langley, and St. Pierre Islands	51		196	405			2,018	1,011			52	1,179	1	100	19
20	French East Indies															20
21	French Poss. in Africa and adjacent islands												90			21
22	French Possessions, all other	1,959	312	45	110	883	925	700	257			30	75	1	128	22
23	Germany	2,276	9,878	4	12	190	369	148	46	8,243		12,167		830	47,474	23
24	England	6,428	33,834	140	550	1,828	3,551			8,572		43,236		4,325	271,138	24
25	Scotland	77	54,397			35	70			165		5,785		173	12,846	25
26	Ireland		12							75		200		2	120	26
27	Gibraltar											64				27
28	Nova Scotia, New Brunswick, and Pr. Ed. Island	408	4,702	847	995	5	13	10,875	3,590	5,673		8,884	27	30	2,403	28
29	Quebec, Ontario, Manitoba, and Northwest Ter	19,184	76,030	6,868	10,163	7,279	10,724	69,819	15,545	155,214	5,310	64,919	180	178	11,708	29
30	British Columbia	10,620	4,118	4,228	6,174	9,425	12,765	5,414	1,999	354		1,851	663	2	147	30

31	Newfoundland and Labrador	264	651	42	78			1,250	320	1,199		1,506	4,288	21	2,215	31
32	British West Indies	4,290	1,033	453	729	4,596	8,935	4,125	1,893	671	1,130	3,833	9,863	67	4,343	32
33	British Guiana	75	39			330	672			20		1,049	22	1	400	33
34	British Honduras	163	50	210	540	3,450	5,591			8		114	1,337	3	204	34
35	British East Indies					555	956					526		3	345	35
36	Hong-Kong	220	901			2,706	4,051					701	3,000	5	300	36
37	British Poss. in Africa and adjacent islands	19	50	20	29	665	1,037					1,344	609	43	2,624	37
38	British Possessions in Australasia	20,287	24,656	17,892	25,960	108,187	185,016	5,110	1,017	1,813	52,405	21,504		1,153	76,434	38
39	British Possessions, all other															39
40	Greece													1	65	40
41	Hawaiian Islands	30,729	9,215	15,510	22,469	42,618	46,865	19,344	7,773	328	230	2,011	18,085	7	845	41
42	Hayti	1,236	1,891	1,598	3,234	6,699	13,216			171		2,021	2,209	3	136	42
43	Italy	255	839							1,310		4,484		4	333	43
44	Japan	938	2,919	130	188	3,377	4,862	1,295	472			2,267	3,184	88	4,704	44
45	Liberia		20	3	5							24		2	162	45
46	Mexico	10,679	17,790	2,065	4,885	67,355	106,804	29,734	13,848	391	58	9,744	1,863	22	1,657	46
47	Netherlands	95	9,344	76	157			389	98	1,053		6,867		66	4,415	47
48	Dutch West Indies	698	184	100	225	303	580			20		777	1,007			48
49	Dutch Guiana					675	1,350	760	477		316	782	2,140			49
50	Dutch East Indies					250	425					12		1	125	50
51	Peru	2,894	1,833	50	150					69		326		14	1,281	51
52	Portugal		34	5	8	5	11					418		9	780	52
53	Azore, Madeira, and Cape Verde Islands		3	8	15							228	410			53
54	Portuguese Poss. in Africa and adjacent islands															54
55	Russia on the Baltic and White seas															55
56	Russia on the Black sea															56
57	Russia, Asiatic	125	58										2,729			57
58	San Domingo	2,677	3,511	692	1,460	1,943	3,602	1,590	409	24		802	236			58
59	Spain											6		1	100	59
60	Cuba	21,300	20,256	12,653	17,176	3,591	6,888	36,408	11,700	2,488	306	15,734				60
61	Porto Rico	1,860	721	108	219	537	978			362		1,213				61
62	Philippine Islands	70	787			250	500									62
63	Spanish Poss. in Africa and adjacent islands		42	25	54	108	275					39				63
64	Sweden and Norway		2,202									2,060		11	570	64
65	Switzerland		2,951									481				65
66	Turkey in Europe													1	80	66
67	Turkey in Asia															67
68	Turkey in Africa	36														68
69	United States of Colombia	9,346	8,108	2,359	4,639	33,677	57,245	3,525	1,162	562		7,814	11,446	21	1,751	69
70	Uruguay	50	40	1,955	2,473	841	1,392					2,257		6	447	70
71	Venezuela	2,962	3,454	123	223	8,043	15,553	174	60	110	72	4,326	830	3	185	71
72	All other countries and ports in Asia		48			6	13							1	125	72
73	All other countries and ports in Africa													6	321	73
74	All other islands and ports	231		17	54	865	928	400	165				175	1	85	74
	Total	193,153	340,949	71,282	107,770	372,432	590,378	203,972	66,335	211,819	61,047	287,486	77,379	7,228	462,859	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30. 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	MUSICAL INSTRUMENTS.			NAVAL STORES.						Oakum.		Oil-cake and oil-cake meal.		
		Piano-fortes.		All other, and parts of.	Rosin.		Tar.		Turpentine and pitch.						
		No.	*Dollars.*	*Dollars.*	*Barrels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic	24	9,993	938	24,239	62,572			80	125					1
2	Austria				47,283	74,920									2
3	Belgium	2	850	490	59,074	75,623			25	38			16,707,426	194,655	3
4	Bolivia														4
5	Brazil	4	941	122	40,237	65,921	58	147	5	9	24,550	1,280			5
6	Central American States: Costa Rica	4	1,790	425	351	843	42	154	5	14	950	57			6
7	Guatemala	3	1,325	1,073			5	25			200	11			7
8	Honduras	1	400	281	4	9	23	87	3	6	700	42			8
9	Nicaragua	13	5,520	997	23	47	74	253	30	50	5,150	299			9
10	San Salvador	1	290	90	673	1,161	3	10	1	2	150	8			10
11	Chili	23	8,164	671	2,622	5,369	522	925	440	767	3,900	228			11
12	China			30	1,338	2,049			250	445	5,000	250			12
13	Denmark			1,135	256	307							3,413,209	36,048	13
14	Danish West Indies			37	10	18	20	40	63	132	1,730	92	260,961	4,215	14
15	Ecuador			260	240	670	16	33	206	292	22,000	1,138			15
16	France	5	2,750	418	13,281	15,036							2,552,880	39,823	16
17	French West Indies			9	106	172	137	296	30	47	700	38	19,550	312	17
18	French Guiana										250	15			18
19	Miquelon, Langley, and St. Pierre Islands						153	415	50	112	6,750	439			19
20	French East Indies														20
21	French Poss. in Africa and adjacent islands														21
22	French Possessions, all other			286											22
23	Germany	21	10,651	13,207	313,995	443,297	1	2			4,700	300	66,340,450	593,008	23
24	England	94	25,744	56,678	384,607	794,260	9,131	12,297	32	97			453,716,263	5,541,228	24
25	Scotland	4	2,225	223	76,461	128,703	1,200	1,620					21,690,401	274,526	25
26	Ireland				7,748	10,885							42,703,718	402,426	26
27	Gibraltar														27
28	N. Scotia, N. Brunswick, and Pr. Ed. Island	133	32,410	1,245	2,561	7,545	2,174	5,028	2,708	7,516	59,590	3,488	44,040	607	28
29	Quebec, Ontario, Manitoba, and N. W. Ter	497	117,711	6,511	9,766	26,637	1,242	2,857	4,948	9,703	56,110	3,500	1,314,035	14,343	29
30	British Columbia	15	2,620	1,751	467	982			28	129	4,300	228	6,200	100	30

31	Newfoundland and Labrador	15	3,283	25	556	1,081	650	1,547	1,374	2,640	1,000	60	2,136	30	31
32	British West Indies	28	7,716	974	422	963	506	1,394	467	769	22,840	1,217	8,024,391	130,451	32
33	British Guiana				50	96	1,054	2,376	1,226	2,206	5,250	274	176,082	2,617	33
34	British Honduras	1	150	113			127	400	62	137	5,000	299	1,400	39	34
35	British East Indies				143	260									35
36	Hong-Kong								100	139					36
37	British Poss. in Africa and adjacent islands			28	38	73	2	7	2	3					37
38	British Possessions in Australasia	1	365	5,096	18,289	40,629	75	234	78	379	600	30			38
39	British Possessions, all other														39
40	Greece														40
41	Hawaiian Islands			3,692	53	172	58	299	95	256	13,150	781			41
42	Hayti	3	270	105	226	471	250	818	122	209	16,920	969			42
43	Italy	1	275	1,000	38,744	62,951			100	200					43
44	Japan	2	650	816	1,686	2,952	30	64	240	339	18,250	894			44
45	Liberia						4	12	2	6					45
46	Mexico	23	8,112	2,511	565	1,578	525	1,476	68	120	3,547	199	384	6	46
47	Netherlands			3,424	137,453	209,250							4,928,023	69,752	47
48	Dutch West Indies	2	365	154	11	34	89	212	58	92	6,700	350			48
49	Dutch Guiana										3,550	187			49
50	Dutch East Indies														50
51	Peru	12	4,800	522	2,090	5,292			70	108	13,050	686			51
52	Portugal				20,484	34,730									52
53	Azore, Madeira, and Cape Verde Islands	4	595		1,155	1,985	5	9	8	24	500	30			53
54	Portuguese Poss. in Africa and adjacent isl'ds														54
55	Russia on the Baltic and White seas				111,329	135,860									55
56	Russia on the Black sea				9,845	14,176									56
57	Russia, Asiatic														57
58	San Domingo	1	150	323	1,163	2,013	34	116	11	20	1,800	105	124	2	58
59	Spain	3	650	80	6,775	12,240	2	10	200	300					59
60	Cuba	1	150	234	1,948	3,362	1,213	3,195	690	1,219	63,090	3,277	386,290	5,400	60
61	Porto Rico	1	200	113	577	973	175	460	80	130	8,650	465	3,063	40	61
62	Philippine Islands				158	198	100	260							62
63	Spanish Poss. in Africa, and adjacent islands				289	404	30	80			300	16			63
64	Sweden and Norway				1,538	2,708							4,207	63	64
65	Switzerland														65
66	Turkey in Europe	1	350												66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	6	3,002	1,786	1,638	3,432	466	1,487	274	466	50,650	2,871			69
70	Uruguay	4	1,315	241	15,000	32,291					12,000	610			70
71	Venezuela	6	4,522	155	7,445	14,436	275	1,127	14	24	28,450	1,524			71
72	All other countries and ports in Asia			30											72
73	All other countries and ports in Africa	1	250												73
74	All other islands and ports			125											74
	Total	960	260,554	108,424	1,365,012	2,301,636	20,471	39,772	14,245	29,270	472,027	26,257	622,295,233	7,309,691	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	OILS.												
		Animal.								Mineral, crude (including all natural oils, without regard to gravity).		Mineral, refined or manufactured.		
		Lard.		Sperm.		Whale and fish.		All other.				Naphthas (including all lighter products of distillation).		
		Gallons.	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	
1	Argentine Republic	720	440			53	34					22,090	4,305	1
2	Austria									6,309,345	380,578			2
3	Belgium	5,574	3,027					56,765	29,459			698,181	64,631	3
4	Bolivia													4
5	Brazil	56,177	31,658	20	15			6,830	3,859			219,601	32,606	5
6	Central American States: Costa Rica	1,274	769	117	98			50	25			1,095	341	6
7	Guatemala	345	209			30	10							7
8	Honduras	455	306									500	74	8
9	Nicaragua	2,070	1,115			25	11							9
10	San Salvador	247	143	50	69			2	3			520	159	10
11	Chili	59,790	34,231									6,680	2,140	11
12	China							14	90	1,500	125			12
13	Denmark													13
14	Danish West Indies	760	439					80	68			91	31	14
15	Ecuador	600	362	50	44							120	43	15
16	France	99,570	45,848	54	50	143,525	44,432	38,415	22,676	48,678,396	2,996,468	5,354,849	446,210	16
17	French West Indies	1,061	562									40	9	17
18	French Guiana													18
19	Miquelon, Langley, and St. Pierre Islands													19
20	French East Indies													20
21	French Possessions in Africa and adjacent islands											14,500	1,800	21
22	French Possessions, all other													22
23	Germany	69,084	35,821	1,640	1,250	144,144	36,835	13,279	6,375	1,458,765	90,716	1,740,682	136,073	23
24	England	275,085	141,916	95,507	72,016	440,312	126,305	434,255	221,456	736,352	45,127	6,587,772	576,317	24
25	Scotland	103,653	53,051	57,664	43,722	526,708	113,233	2,600	1,200					25
26	Ireland	2,500	1,425									13,258	1,398	26
27	Gibraltar													27
28	Nova Scotia, N. Brunswick, and Prince Ed. Island	302	167	78	70	50	27					4,944	458	28
29	Quebec, Ontario, Manitoba, and Northwest Ter	42,898	22,152					8,418	1,180			91,744	10,150	29
30	British Columbia	183	80			505	137	351	55			800	152	30

31	Newfoundland and Labrador	4,443	2,309			44	16					851	169	31
32	British West Indies	14,530	8,566			901	306	184	152			3,125	811	32
33	British Guiana	39,534	21,454					115	72					33
34	British Honduras	41	25			5	3	40	48			60	9	34
35	British East Indies													35
36	Hong-Kong			1,000	900	15,787	5,191							36
37	British Possessions in Africa and adjacent islands	67,490	39,940									6,076	2,106	37
38	British Possessions in Australasia	20,394	12,566	50	48	68,679	22,027	20	16	4,350	345	21,684	6,366	38
39	British Possessions, all other													39
40	Greece													40
41	Hawaiian Islands	7,791	4,719			467	124	389	234			7,463	2,310	41
42	Hayti	1,963	1,233	100	102	197	85	28	19			1,025	173	42
43	Italy	2,710	1,225					2,002	1,125					43
44	Japan													44
45	Liberia													45
46	Mexico	37,774	21,256	150	359	5,225	1,875	2,715	1,554	3,556	384	5,155	1,444	46
47	Netherlands			532	406			2,987	1,199					47
48	Dutch West Indies	1,393	782			60	31	20	19					48
49	Dutch Guiana													49
50	Dutch East Indies													50
51	Peru	2,163	1,240			346	136	235	113					51
52	Portugal											2,000	215	52
53	Azore, Madeira, and Cape Verde Islands													53
54	Portuguese Poss. in Africa and adjacent islands													54
55	Russia on the Baltic and White seas													55
56	Russia on the Black sea													56
57	Russia, Asiatic													57
58	San Domingo	400	202	2	2	522	194					538	89	58
59	Spain									14,754,675	1,072,863			59
60	Cuba	1,894	1,001			517	891	254	141	3,901,600	260,965	1,260	257	60
61	Porto Rico	520	297			30	15	16	17			810	150	61
62	Philippine Islands													62
63	Spanish Possessions in Africa and adjacent islands													63
64	Sweden and Norway									214,286	12,804	870,177	71,423	64
65	Switzerland													65
66	Turkey in Europe											250	25	66
67	Turkey in Asia													67
68	Turkey in Africa													68
69	United States of Colombia	46,300	26,753	155	116	672	196	127	95	53	7	500	102	69
70	Uruguay											4,262	1,296	70
71	Venezuela	3,475	1,985					185	146			52,536	6,815	71
72	All other countries and ports in Asia													72
73	All other countries and ports in Africa													73
74	All other islands and ports													74
	Total	975,163	519,274	157,169	119,267	1,348,804	352,114	570,376	291,396	76,062,878	4,860,382	15,735,239	1,370,657	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	OILS.												Ore, gold and silver bearing.	
		Mineral, refined or manufactured.						Vegetable.							
		Illuminating.		Lubricating and heavy paraffine oil.		Residuum (including tar, and all other from which the light bodies have been distilled).		Cotton-seed.		Linseed.		Volatile or essential.	All other.		
		Gallons.	*Dollars.*	*Gallons.*	*Dollars.*	*Barrels.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic	4,140,630	393,022	191,296	60,010	.....	.....	542	252	.....	.....	189	96	.....	1
2	Austria	543,719	41,974	1,257	327	12	25	336,059	119,406	.....	.....	2,263	.....	.....	2
3	Belgium	44,226,813	3,012,092	1,373,087	232,389	.....	.....	164,291	41,658	.....	.....	2,598	.....	.....	3
4	Bolivia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Brazil	7,651,290	741,230	76,983	25,140	.....	.....	21,152	8,927	596	318	52	523	.....	5
6	Central American States: Costa Rica	33,330	4,150	1,224	598	25	86	53	36	1,353	687	45	918	.....	6
7	Guatemala	80,221	10,240	1,536	733	4	17	775	323	467	267	.....	1,007	.....	7
8	Honduras	30,394	4,065	299	108	4	15	462	274	625	386	4	170	.....	8
9	Nicaragua	254,757	27,891	4,147	1,660	2	8	130	78	2,154	1,198	419	547	.....	9
10	San Salvador	84,335	13,648	200	184	4	18	29	6	472	304	.....	1,048	.....	10
11	Chili	2,040,637	192,497	89,311	32,637	.....	.....	7,029	3,041	1,760	846	100	2,112	.....	11
12	China	7,263,822	635,448	849	670	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Denmark	5,890,518	394,490	36,658	7,899	12	44	14,984	4,900	.....	.....	.....	.....	.....	13
14	Danish West Indies	54,497	5,700	1,080	391	.....	.....	7,892	3,320	550	278	6	40	.....	14
15	Ecuador	251,560	28,436	5,210	2,306	.....	.....	400	224	230	127	323	84	.....	15
16	France	4,913,742	334,036	1,729,551	361,339	71,246	143,125	604,001	252,981	.....	.....	26,240	100	50	16
17	French West Indies	329,946	31,599	2,906	1,214	.....	.....	80,752	31,391	304	137	.....	.....	.....	17
18	French Guiana	33,572	3,110	10	3	.....	.....	.....	.....	31	18	.....	.....	.....	18
19	Miquelon, Langley, and St. Pierre Islands	41,956	3,978	.....	.....	.....	.....	.....	.....	1,316	582	.....	30	.....	19
20	French East Indies	2,070,030	176,545	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	French Poss. in Africa and adjacent isl'ds.	1,401,370	121,001	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
22	French Possessions, all other	52,050	10,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
23	Germany	118,629,066	7,995,130	2,236,224	418,468	.....	.....	124,894	45,670	10	5	135,280	870	59,775	23
24	England	65,405,637	4,856,490	8,585,025	1,467,645	.....	.....	277,595	105,107	475	290	123,637	10,681	19,730	24
25	Scotland	.....	.....	1,011,034	172,633	.....	.....	5,024	2,640	.....	.....	6,545	.....	.....	25
26	Ireland	6,221,585	462,497	12,222	3,046	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
27	Gibraltar	858,700	72,023	.....	.....	.....	.....	484,500	185,000	.....	.....	.....	.....	.....	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd.	2,046,721	195,163	52,500	14,026	15	52	455	168	.....	.....	541	706	.....	28
29	Quebec, Ontario, Manitoba, and N. W. T.	2,074,351	204,750	89,559	22,026	.....	.....	733	293	50,762	21,693	.....	12,271	.....	29
30	British Columbia	228,999	47,192	6,212	1,856	.....	.....	.....	.....	157	76	.....	524	.....	30

31	Newfoundland and Labrador	608,586	46,407	5,403	2,268			6,915	2,759			107			31
32	British West Indies	1,610,210	157,212	12,832	5,613	9	38	62,728	28,543	4,251	2,031	2,601	2,045		32
33	British Guiana	522,448	47,194	2,687	866			1,550	677			35			33
34	British Honduras	82,119	7,957	12	27	6	23	105	53	90	47	46			34
35	British East Indies	39,705,603	3,495,105												35
36	Hong-Kong	2,808,700	240,309	230	68										36
37	British Poss. in Africa and adjacent isl'ds.	2,731,882	297,281	564	260							65			37
38	British Possessions in Australasia	4,380,859	537,473	184,335	48,197			39,362	18,455			2,268	2,367		38
39	British Possessions, all other	2,175,126	182,162												39
40	Greece	1,844,480	159,890												40
41	Hawaiian Islands	774,227	90,310	7,170	3,456					250	127		11,144		41
42	Hayti	192,393	27,519	4,464	1,023	28	115	258	135	6,724	3,181	30	117		42
43	Italy	24,846,473	2,098,980	111,504	22,082	543	1,675	341,456	117,994			1,787			43
44	Japan	21,983,462	1,951,962	9,456	2,067					100	42		106		44
45	Liberia	21,110	2,051	15	8					50	28				45
46	Mexico	2,173,677	254,929	31,410	11,629	63	284	8,360	3,476	11,662	6,679	167	4,935		46
47	Netherlands	44,727,434	3,068,051	878,586	151,488			1,463,088	595,505			875			47
48	Dutch West Indies	106,410	10,488	920	429			482	245	118	66	225	24		48
49	Dutch Guiana	138,450	14,376												49
50	Dutch East Indies	23,843,569	2,161,507												50
51	Peru	195,290	19,436	5,189	2,086			48	19	559	348	226			51
52	Portugal	3,207,673	237,062												52
53	Azore, Madeira, and Cape Verde Islands	232,350	21,346							300	175				53
54	Portuguese Poss. in Africa and adj. isl'ds.														54
55	Russia on the Baltic and White seas			250	100										55
56	Russia on the Black sea														56
57	Russia, Asiatic	44,300	8,309										58		57
58	San Domingo	310,297	33,239	4,855	1,929	14	55	1,304	930	1,353	707	20	434		58
59	Spain	84,000	7,190	8,385	3,973			5,208	1,775			428	23		59
60	Cuba	1,089,428	128,598	37,320	16,531	4,916	9,232	667	452	1,948	1,031	129	476		60
61	Porto Rico	538,100	62,679	2,768	818	6	27	122	80	286	141	300	758		61
62	Philippine Islands	1,267,660	112,695												62
63	Spanish Poss. in Africa and adjacent isl'ds.	141,855	13,274	16	15										63
64	Sweden and Norway	8,395,176	616,865	11,065	1,655										64
65	Switzerland														65
66	Turkey in Europe	3,235,034	268,624	594	230										66
67	Turkey in Asia	798,670	72,470												67
68	Turkey in Africa	3,164,013	259,621												68
69	United States of Colombia	658,443	68,805	43,275	16,070	418	1,632	660	464	22,830	11,486	1,685	5,638		69
70	Uruguay	2,547,470	242,989	35,264	11,804										70
71	Venezuela	773,736	78,353	3,564	1,300	26	108	3,073	1,678	8,057	3,835	224	5,837		71
72	All other countries and ports in Asia	1,060,000	92,050												72
73	All other countries and ports in Africa	932,000	83,347												73
74	All other islands and ports	38,850	6,853												74
	Total	480,845,811	37,303,997	16,910,513	3,133,300	77,353	156,579	4,067,138	1,578,935	119,840	57,136	309,460	65,689	79,555	

No. 8 -EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	Paints and painters' colors.	PAPER, AND MANUFACTURES OF.			Paraffine and paraffine wax.		Plated ware.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.						
									Beef products.						
			Paper hangings.	Writing paper and envelopes.	All other.				Beef, canned.		Beef, fresh.		Beef, salted or pickled.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic	4,291	6,504	2,286	3,982			83,111	2,160	187					1
2	Austria							651							2
3	Belgium	7,556			13,014			3,500	705,680	61,510	307,400	18,444	324,820	18,343	3
4	Bolivia														4
5	Brazil	3,836	267	10,396	28,704	1,304	130	50,696	85,188	6,797	2,560	100	49,900	2,701	5
6	Central American States: Costa Rica	1,790	698	1,889	5,282			1,550	4,332	371			43,220	2,361	6
7	Guatemala	6,084	632	250	2,895			463	388	32			9,000	477	7
8	Honduras	1,034	251	843	1,348			307	5,782	590			31,900	1,720	8
9	Nicaragua	4,302	92	82	2,903			1,151	26,046	2,548			103,322	6,319	9
10	San Salvador	2,687		180	2,662			114							10
11	Chili	4,155	18,015	7,626	8,639			9,554	5,106	515			79,000	3,784	11
12	China	1,198		36	2,229			3,991	29,088	3,206			618	36	12
13	Denmark	1,294		27	653			3,410	100,290	8,750			392,520	17,326	13
14	Danish West Indies	720	76	126	605			794	2,696	232			92,170	4,843	14
15	Ecuador	2,641	940	1,393	1,755			2,315							15
16	France	6,464	4,549	574	2,676	4,763	330	3,604	1,326,214	103,648			237,980	10,089	16
17	French West Indies	68		10	426			323	32,794	2,173	200	12	634,575	34,590	17
18	French Guiana	31		2					7,896	601			120,900	5,294	18
19	Miquelon, Langley, and St. Pierre Islands	3,002			1,377				1,872	196			7,500	377	19
20	French East Indies														20
21	French Poss. in Africa and adjacent islands	113							200	20			9,320	461	21
22	French Possessions, all other	6,738	141		1,787				12,700	1,640			26,000	1,800	22
23	Germany	22,558	8,005	3,515	27,073	2,205,530	141,818	60,340	1,582,658	126,480			2,317,828	122,323	23
24	England	57,513	5,381	4,660	183,175	24,288,117	1,556,376	35,733	30,633,648	2,456,767	73,649,219	6,348,139	15,304,955	836,430	24
25	Scotland	7,393	490	39	7,828	4,786,225	314,959	12,975	4,791,629	385,195	8,268,426	745,604	4,995,523	312,184	25
26	Ireland					56,505	2,900		99,700	6,950					26
27	Gibraltar				311			179	68	5			5,000	350	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	15,628	2,202	449	23,926			1,027	20,488	1,732			1,131,175	56,690	28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	38,540	38,168	1,551	83,904	57,592	4,127	30,710	2,643,236	199,926	1,309,956	113,297	2,072,510	85,589	29
30	British Columbia	12,454	3,520	2,247	16,088			1,001	28,811	3,355			21,288	1,226	30

31	Newfoundland and Labrador	8,517	.....	125	6,298	.....	.....	400	20,268	1,662	.....	.....	1,057,950	48,472	31
32	British West Indies	8,363	365	2,557	11,222	545	44	4,496	61,543	6,362	9,453	998	2,289,175	126,017	32
33	British Guiana	364	.....	8	4,356	.....	.....	691	8,540	805	.....	.....	1,329,266	76,723	33
34	British Honduras	672	43	25	1,357	.....	.....	.....	8,466	836	.....	.....	59,460	3,482	34
35	British East Indies	.....	90	.....	150	.....	.....	2,054	18,030	2,002	.....	.....	1,250	100	35
36	Hong-Kong	378	.....	.....	133	.....	.....	3,554	63,060	7,757	.....	.....	40,000	1,800	36
37	British Poss. in Africa and adjacent isl'ds	521	.....	23	217	.....	.....	830	125,068	10,692	.....	.....	38,340	2,125	37
38	British Possessions in Australasia	29,485	3,609	2,286	114,393	12,016	920	133,397	238,374	22,456	.....	.....	3,000	138	38
39	British Possessions, all other	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,500	427	39
40	Greece	.....	.....	.....	.....	.....	.....	366	.....	.....	.....	.....	.....	.....	40
41	Hawaiian Islands	31,118	4,187	.....	26,783	.....	.....	5,729	73,680	9,402	.....	.....	19,500	906	41
42	Hayti	6,188	522	9,082	1,709	.....	.....	519	2,028	214	.....	.....	341,550	20,290	42
43	Italy	482	.....	98	1,309	5,820	350	2,733	29,569	2,654	.....	.....	40,293	2,164	43
44	Japan	1,646	.....	745	744	.....	.....	4,641	17,600	2,276	.....	.....	16,000	687	44
45	Liberia	250	.....	79	30	.....	.....	.....	2,836	252	.....	.....	51,880	2,546	45
46	Mexico	27,837	2,941	20,263	50,367	115,937	9,870	5,471	12,979	1,379	.....	.....	2,387	184	46
47	Netherlands	1,512	25	67	2,916	1,375	100	11,873	95,653	7,984	.....	.....	499,700	27,939	47
48	Dutch West Indies	523	493	503	935	.....	.....	1,618	11,509	1,155	.....	.....	318,510	12,720	48
49	Dutch Guiana	.....	.....	.....	.....	.....	.....	27	.....	.....	1,808	165	364,500	20,866	49
50	Dutch East Indies	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	Peru	1,621	620	4,494	2,826	.....	.....	7,617	1,824	161	.....	.....	.....	.....	51
52	Portugal	.....	.....	.....	74	.....	.....	534	2,980	319	.....	.....	7,812	360	52
53	Azore, Madeira, and Cape Verde Islands	872	.....	34	.....	.....	.....	.....	600	60	.....	.....	25,200	1,457	53
54	Portuguese Poss. in Africa and adj. isl'ds	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	Russia on the Baltic and White seas	.....	.....	.....	275	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	Russia on the Black sea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
57	Russia, Asiatic	1,226	.....	.....	91	.....	.....	.....	.....	.....	.....	.....	136,750	6,312	57
58	San Domingo	2,445	27	1,492	6,121	.....	.....	470	512	63	.....	.....	4,468	273	58
59	Spain	467	.....	.....	1,056	.....	.....	2,266	336	29	.....	.....	.....	.....	59
60	Cuba	49,663	64	21,381	169,598	98	10	8,662	4,900	475	11,852	1,653	111,025	6,657	60
61	Porto Rico	2,566	214	1,666	23,738	5,104	334	2,481	536	54	.....	.....	31,375	1,866	61
62	Philippine Islands	470	.....	.....	.....	.....	.....	962	.....	.....	.....	.....	.....	.....	62
63	Spanish Poss. in Africa and adjacent isl'ds	281	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63
64	Sweden and Norway	4,952	.....	20	2,312	.....	.....	5,585	15,072	1,226	.....	.....	620,670	33,065	64
65	Switzerland	.....	.....	.....	156	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
66	Turkey in Europe	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66
67	Turkey in Asia	.....	.....	.....	97	.....	.....	.....	.....	.....	.....	.....	.....	.....	67
68	Turkey in Africa	.....	.....	.....	.....	.....	.....	.....	4,405	435	.....	.....	.....	.....	68
69	United States of Colombia	48,832	615	9,447	31,054	415	38	18,684	55,704	5,293	.....	.....	782,108	45,217	69
70	Uruguay	285	650	233	2,449	.....	.....	9,150	.....	.....	.....	.....	.....	.....	70
71	Venezuela	7,395	818	2,608	10,918	4,877	407	5,099	3,476	339	.....	.....	46,495	2,790	71
72	All other countries and ports in Asia	.....	.....	150	515	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
73	All other countries and ports in Africa	.....	.....	.....	162	.....	.....	.....	.....	.....	.....	.....	30,000	1,350	73
74	All other islands and ports	1,241	.....	.....	154	.....	.....	.....	22,370	3,214	.....	.....	.....	.....	74
	Total	452,388	105,214	115,567	897,757	31,546 223	2,032,713	547,408	43,050,588	3,462,982	83,560,874	7,228,412	36,287,188	1,972,246	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued

	COUNTRIES TO WHICH EXPORTED.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.												
		Beef products.				Mutton.		Oleomargarine.				Pork products.		
		Beef, other cured.		Tallow.				Imitation butter.		The oil.		Bacon.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Lbs.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic											50,505	3,543	1
2	Austria													2
3	Belgium	60	15	2,018,291	80,934					710,224	66,917	18,713,428	1,358,200	3
4	Bolivia													4
5	Brazil	752	81	13,161	589			623	111			416,455	38,945	5
6	Central American States: Costa Rica	500	62	286,030	14,489							2,315	238	6
7	Guatemala			2,728	167							7,647	555	7
8	Honduras	82	10									65,719	4,458	8
9	Nicaragua	100	14	26,327	1,457							26,109	2,101	9
10	San Salvador			237,961	12,541									10
11	Chili											194	23	11
12	China	103	20									2,626	304	12
13	Denmark									96,860	8,748	1,930,209	140,383	13
14	Danish West Indies	1,532	177	7,574	399			13,227	1,919			2,945	319	14
15	Ecuador											84	12	15
16	France	400	50	6,409,103	276,562					851,281	81,567	51,303	3,582	16
17	French West Indies	731	88	5,407	269	297	30	37,875	6,046	700	105	36,803	2,847	17
18	French Guiana													18
19	Miquelon, Langley, and St. Pierre Islands			2,992	171			77,719	7,494	2,100	220			19
20	French East Indies													20
21	French Poss. in Africa and adjacent isl'ds													21
22	French Possessions, all other											250	31	22
23	Germany	115	15	2,007,261	84,393					4,879,359	476,620	2,100,021	155,643	23
24	England	154,447	14,831	26,794,276	1,135,576	285,360	12,173	17,900	1,850	168,804	16,161	297,400,498	22,304,704	24
25	Scotland			6,995,088	297,185	23,700	1,891			898,108	82,443	13,202,327	1,025,811	25
26	Ireland			171,180	9,551									26
27	Gibraltar											12,983	990	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd					120	8	15,399	1,323			2,342	239	28
29	Quebec, Ontario, Manitoba, and N. W. T.	28,257	2,001	1,522,812	53,208	59,019	4,020					14,627,334	1,097,635	29
30	British Columbia	400	48			1,469	123					528,882	47,639	30

31	Newfoundland and Labrador			2,537	113			478,142	42,138	161,450	13,226	38,849	2,832	31
32	British West Indies	43	7	126,530	6,816	1,183	110	161,693	23,763			420,038	35,692	32
33	British Guiana			167,755	8,839			25,600	3,370			90,015	7,113	33
34	British Honduras			3,632	156			2,150	280			18,563	1,496	34
35	British East Indies													35
36	Hong-Kong											21,600	2,605	36
37	British Poss. in Africa and adjacent isld's											1,440	115	37
38	British Possessions in Australasia													38
39	British Possessions, all other													39
40	Greece													40
41	Hawaiian Islands			47,704	2,413							47,244	5,399	41
42	Hayti			108,066	5,168			50	8			1,915	185	42
43	Italy			2,001,043	78,255							2,200	189	43
44	Japan											12,886	1,466	44
45	Liberia					384	37					63,464	4,804	45
46	Mexico	76	6	1,158,674	68,746							22,396	2,273	46
47	Netherlands			12,443,428	659,893					37,924,789	3,927,943	1,222,491	87,830	47
48	Dutch West Indies	377	67	4,506	235							1,089	125	48
49	Dutch Guiana			3,277	142							174,521	13,484	49
50	Dutch East Indies													50
51	Peru			4,517	310			50	6					51
52	Portugal			30,131	1,430			1,496	184					52
53	Azore, Madeira, and Cape Verde Islands			80,116	3,531									53
54	Portuguese Poss. in Africa and adj. isl'ds													54
55	Russia on the Baltic and White seas													55
56	Russia on the Black sea													56
57	Russia, Asiatic													57
58	San Domingo			270,394	13,684							31,099	2,504	58
59	Spain			10,309	473							14,275	921	59
60	Cuba	2,692	238	123,652	6,038			2,600	350	350	44	3,300,180	249,813	60
61	Porto Rico	371	61	9,842	731			50	6			282,610	22,368	61
62	Philippine Islands													62
63	Spanish Poss. in Africa and adjacent isl'ds											2,935	217	63
64	Sweden and Norway									18,960	2,137	9,385,640	701,380	64
65	Switzerland											17,500	1,380	65
66	Turkey in Europe													66
67	Turkey in Asia													67
68	Turkey in Africa													68
69	United States of Colombia	1,028	131	118,794	7,351	40	5					49,172	5,324	69
70	Uruguay													70
71	Venezuela	125	20	63,305	4,485							14,443	1,199	71
72	All other countries and ports in Asia													72
73	All other countries and ports in Africa													73
74	All other islands and ports											200	27	74
	Total	192,191	17,942	63,278,403	2,836,300	371,572	18,397	834,574	88,848	45,712,985	4,676,131	364,417,744	27,338,943	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.												
		Pork products.								Poultry and game.	All other meat products.	Dairy products.		
		Hams.		Pork, fresh.		Pork, pickled.		Lard.				Butter.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic	1,506	201	.....	.....	.....	.....	284,170	26,937	.....	1,506	75	22	1
2	Austria	.....	.....	.....	.....	.....	.....	1,707	119	.....	.....	.....	.....	2
3	Belgium	699,483	73,131	.....	.....	214,199	13,404	27,849,720	1,963,682	.....	9,244	.....	.....	3
4	Bolivia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Brazil	32,225	3,477	.....	.....	46,240	2,898	4,286,778	379,021	20	692	132,720	19,590	5
6	Central American States: Costa Rica	14,838	2,058	.....	.....	37,100	2,590	280,040	23,361	.....	723	18,463	3,779	6
7	Guatemala	19,149	2,553	.....	.....	74,865	4,453	28,357	2,208	.....	1,439	7,454	1,514	7
8	Honduras	5,561	718	.....	.....	176,526	10,958	71,650	5,764	.....	630	14,467	2,963	8
9	Nicaragua	31,665	3,606	.....	.....	73,840	5,583	175,494	15,205	31	2,408	19,967	4,422	9
10	San Salvador	2,174	294	.....	.....	.....	.....	8,315	680	.....	318	475	115	10
11	Chili	690	108	.....	.....	30,000	1,635	236,920	20,578	195	965	70	14	11
12	China	15,409	2,156	.....	.....	3,450	211	80	7	.....	3,368	13,910	2,828	12
13	Denmark	.....	.....	.....	.....	34,600	1,842	16,426,832	1,130,746	.....	114	936,370	110,064	13
14	Danish West Indies	75,808	8,629	.....	.....	404,300	27,809	184,551	13,671	6	1,931	156,866	23,305	14
15	Ecuador	17,946	2,450	.....	.....	.....	.....	2,889,024	219,506	.....	83	37,442	6,546	15
16	France	23,113	3,344	.....	.....	112,300	7,468	42,035,613	2,968,288	30	14,991	114	28	16
17	French West Indies	123,622	13,966	.....	.....	690,920	47,087	1,019,808	66,095	51	9,369	641,743	74,294	17
18	French Guiana	7,124	902	.....	.....	187,000	12,146	159,510	13,232	45	423	16,994	2,953	18
19	Miquelon, Langley, and St. Pierre Islands	16,590	1,841	.....	.....	241,700	15,748	58,650	4,602	.....	225	45,382	8,116	19
20	French East Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	French Poss. in Africa and adjacent isl'ds	.....	.....	.....	.....	4,340	183	2,610	225	.....	32	144	57	21
22	French Possessions, all other	13,046	1,654	.....	.....	29,100	1,476	34,005	2,571	.....	4,812	37,691	7,119	22
23	Germany	560	65	.....	.....	899,818	54,958	58,243,072	3,963,908	601	13,585	659,015	79,188	23
24	England	37,045,493	3,910,587	.....	.....	21,249,820	1,336,611	95,761,339	6,734,685	14,607	585,805	3,384,818	586,658	24
25	Scotland	10,183,187	1,085,882	.....	.....	1,263,730	82,122	7,577,606	521,178	1,217	89,319	767,914	129,911	25
26	Ireland	.....	.....	.....	.....	.....	.....	285,111	19,642	.....	.....	.....	.....	26
27	Gibraltar	5,343	650	.....	.....	5,000	325	9,000	618	.....	.....	.....	.....	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	10,872	1,215	.....	.....	715,600	43,712	526,721	36,389	54	2,251	38,903	5,203	28
29	Quebec, Ontario, Manitoba, and N. W. T	2,110,248	220,481	22,905	1,171	33,896,255	2,268,645	10,187,062	657,539	6,314	9,027	581,359	100,205	29
30	British Columbia	189,108	22,545	1,025	62	12,739	956	231,078	19,017	.....	9,150	190,023	42,232	30

31	Newfoundland and Labrador	68,199	7,862	.....	.....	2,358,312	144,142	32,762	2,543	.....	2,231	160,906	20,016	31
32	British West Indies	529,640	63,493	.....	.....	6,312,315	428,956	2,911,611	204,706	1,135	52,129	1,665,975	264,307	32
33	British Guiana	163,741	18,377	.....	.....	2,720,282	169,011	750,160	53,155	577	3,232	90,671	13,043	33
34	British Honduras	40,959	5,077	.....	.....	906,943	53,406	137,154	10,191	.....	2,064	73,993	13,867	34
35	British East Indies	.....	.....	.....	.....	16,200	810	66,000	5,070	.....	1,317	290	56	35
36	Hong-Kong	11,597	1,558	.....	.....	55,300	2,889	3,110	235	.....	7,289	9,011	1,834	36
37	British Poss. in Africa and adjacent islands	3,635	501	.....	.....	43,160	3,650	74,547	6,704	30	1,518	3,549	1,093	37
38	British Possessions in Australasia	700	90	.....	.....	26,000	1,482	20,359	2,034	94	7,952	.....	.....	38
39	British Possessions, all other	720	80	.....	.....	14,600	725	.....	.....	.....	.....	521	105	39
40	Greece	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
41	Hawaiian Islands	158,662	21,451	.....	.....	107,633	5,870	234,264	20,624	115	28,948	158,631	33,759	41
42	Hayti	156,125	21,162	.....	.....	8,371,130	562,161	1,887,235	165,221	.....	3,397	421,551	71,078	42
43	Italy	7,500	795	.....	.....	13,770	602	2,741,208	189,099	.....	673	3,162	580	43
44	Japan	34,085	4,722	.....	.....	26,500	1,246	12,240	984	.....	8,335	67,462	13,390	44
45	Liberia	2,912	365	.....	.....	56,800	3,441	22,676	1,775	.....	1,757	2,208	673	45
46	Mexico	106,641	14,783	.....	.....	366	33	2,295,093	174,341	.....	5,071	100,282	20,868	46
47	Netherlands	114,541	12,426	.....	.....	75,150	4,959	2,016,023	141,901	.....	9,144	204	80	47
48	Dutch West Indies	18,040	2,596	.....	.....	67,500	3,771	184,347	14,867	17	4,897	105,178	18,316	48
49	Dutch Guiana	5,118	546	.....	.....	863,295	61,025	2,140	179	81	574	52,426	7,911	49
50	Dutch East Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
51	Peru	7,223	978	.....	.....	.....	.....	724,097	53,126	71	435	2,290	519	51
52	Portugal	320	48	.....	.....	2,800	238	17,459	1,298	.....	.....	256	50	52
53	Azore, Madeira, and Cape Verde Islands	.....	.....	.....	.....	11,300	556	7,340	695	.....	187	1,986	748	53
54	Portuguese Poss. in Africa and adj. islands	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
55	Russia on the Baltic and White seas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	Russia on the Black sea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
57	Russia, Asiatic	500	75	.....	.....	.....	.....	6,667	583	.....	.....	4,595	895	57
58	San Domingo	51,306	7,296	.....	.....	66,050	4,486	575,410	51,789	21	1,469	137,307	23,158	58
59	Spain	7,127	850	.....	.....	2,000	90	168,601	12,335	.....	148	.....	.....	59
60	Cuba	2,345,153	294,623	.....	.....	386,654	27,915	25,720,583	1,834,776	1,024	10,458	242,970	41,105	60
61	Porto Rico	319,858	36,725	.....	.....	2,042,100	150,165	2,935,401	226,350	.....	3,859	160,346	26,059	61
62	Philippine Islands	1,550	217	.....	.....	.....	.....	4,810	331	.....	.....	.....	.....	62
63	Spanish Poss. in Africa and adjacent isl'ds	3,325	360	.....	.....	1,800	130	23,612	1,933	.....	.....	320	80	63
64	Sweden and Norway	3,176	333	.....	.....	172,750	11,962	1,072,275	76,734	.....	50	399,651	46,056	64
65	Switzerland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
66	Turkey in Europe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66
67	Turkey in Asia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67
68	Turkey in Africa	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
69	United States of Colombia	397,629	53,942	.....	.....	660,315	48,563	2,349,445	186,954	1,870	29,529	500,765	81,229	69
70	Uruguay	.....	.....	.....	.....	.....	.....	283,616	26,027	.....	98	.....	.....	70
71	Venezuela	297,832	41,522	.....	.....	35,200	2,891	5,341,472	422,991	78	3,467	456,426	70,539	71
72	All other countries and ports in Asia	187	22	.....	.....	.....	.....	96	10	.....	101	136	28	72
73	All other countries and ports in Africa	.....	.....	.....	.....	.....	.....	48,120	4,173	.....	515	.....	.....	73
74	All other islands and ports	2,450	339	.....	.....	40,700	2,099	8,990	713	.....	3,280	5,724	1,130	74
	Total	55,505,211	5,975,727	23,930	1,233	85,869,367	5,640,094	321,533,746	22,703,921	28,284	956,534	12,531,171	1,983,698	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.			Quicksilver.		Rags.		Rice.		Salt.		SEEDS.		
		Dairy products.													
		Cheese.		Milk.									Clover.		
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic	1,464	171												1
2	Austria														2
3	Belgium	37,238	2,943						27,417	1,254			20,390	1,474	3
4	Bolivia														4
5	Brazil	2,979	427	660					2,210	90	280	5			5
6	Central American States: Costa Rica	12,721	1,872	1,413					61,863	2,012	31,455	441			6
7	Guatemala	6,051	817	106	1,384	716			300	18	8,270	36			7
8	Honduras	4,716	620	371	4,844	2,483			15,576	668	40,038	487			8
9	Nicaragua	15,975	2,106	3,150	583	281			13,918	604	80,724	1,036			9
10	San Salvador	1,750	210		2,683	1,354									10
11	Chili	265	43	191	4,500	2,250									11
12	China	19,188	2,388	16,520					1,568	71	7,150	21			12
13	Denmark	5,389	175										572,765	42,218	13
14	Danish West Indies	48,297	4,436	282							400	6			14
15	Ecuador	1,382	192	24											15
16	France								14,940	958	285	6			16
17	French West Indies	13,320	1,790	54					125	8	700	12			17
18	French Guiana			524					17,300	637	3,698	34			18
19	Miquelon, Langley, and St. Pierre Islands	230	34						310	20					19
20	French East Indies														20
21	French Poss. in Africa and adjacent isl'ds														21
22	French Possessions, all other	10,202	1,434	2,426							139,790	453			22
23	Germany	8,125	513	129					6,526	447			2,701,986	225,066	23
24	England	67,373,266	6,304,856	39,534			400,165	19,500	194,400	10,127	200	5	1,677,456	131,529	24
25	Scotland	5,257,192	443,013	69									838,100	73,450	25
26	Ireland												97,725	7,411	26
27	Gibraltar														27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	37	4		612	298					6,000	30	38,389	3,342	28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	6,602,151	585,433	114	13,600	7,713	3,825,415	31,602	8,553	381	178,730	953	1,630,037	112,940	29
30	British Columbia	26,637	3,249	1,714	3,685	1,700			100	5	388,942	1,274	1,020	118	30

31	Newfoundland and Labrador	3,788	291						658	34	25,620	283	934	85	31
32	British West Indies	607,099	75,722	5,889					7,004	356	108,561	1,231			32
33	British Guiana	173,071	21,484	429											33
34	British Honduras	34,120	4,325	1,025					3,394	177	5,660	102			34
35	British East Indies	120	19												35
36	Hong-Kong	59,547	7,712	9,615											36
37	British Poss. in Africa and adjacent isl'ds	836	120	44					60	4					37
38	British Poss. in Australasia	3,386	450	26	7,495	3,820							275,065	26,635	38
39	British Possessions, all other	140	16						700	28					39
40	Greece														40
41	Hawaiian Islands	102,516	13,388	13,560							850,360	2,392			41
42	Hayti	40,222	5,254	397					17,954	1,163	5,060	85			42
43	Italy	759	95										26,400	2,244	43
44	Japan	34,491	4,738	73,027	230	108					52,000	221			44
45	Liberia	493	71	63							834	9			45
46	Mexico	66,911	9,549	1,742	472,480	220,167			39,460	1,193	108,179	1,651	285	34	46
47	Netherlands												45,057	3,694	47
48	Dutch West Indies	7,618	930	468					1,489	82	100	2			48
49	Dutch Guiana														49
50	Dutch East Indies														50
51	Peru	2,971	407	31							280	3			51
52	Portugal	93	13												52
53	Azore, Madeira, and Cape Verde Islands	411	80												53
54	Portuguese Poss. in Africa and adj. isl'ds														54
55	Russia on the Baltic and White seas														55
56	Russia on the Black sea														56
57	Russia, Asiatic	273	35								1,232,400	3,391			57
58	San Domingo	52,418	7,401	469					12,857	713	34,606	496			58
59	Spain														59
60	Cuba	83,976	14,817	9,993					88,296	3,621	162,991	1,546			60
61	Porto Rico	105,868	14,335	44	75	44			629	36					61
62	Philippine Islands														62
63	Spanish Poss. in Africa and adjacent isl'ds	943	148												63
64	Sweden and Norway												6,781	610	64
65	Switzerland														65
66	Turkey in Europe														66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	407,802	54,126	73,408	2,019	1,005			94,635	3,783	732,972	8,980			69
70	Uruguay	1,650	165												70
71	Venezuela	14,342	2,030	724	20	13			12,142	714	400	7			71
72	All other countries and ports in Asia			161											72
73	All other countries and ports in Africa			48											73
74	All other islands and ports	1,555	186	527							18,000	72			74
	Total	81,255,994	7,594,633	258,971	514,210	241,952	4,225,580	51,102	644,384	29,204	4,224,685	25,270	7,932,390	630,850	

No. 8.—EXPORTS of DOMESTIC MERCHANDISE by COUNTRIES—Year ending June 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	SEEDS. Cotton.		SEEDS. Timothy.		SEEDS. All other.	Silk, manufactures of.	SOAP. Toilet or fancy.	SOAP. Other.		Spermaceti and spermaceti wax.		Spices, ground or prepared.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Argentine Republic	100	12			81	60	2,266	8,885	546				1
2	Austria													2
3	Belgium			105,835	5,557	252,809	72	20	54,430	1,896	610	256		3
4	Bolivia													4
5	Brazil	1,220	90			1,836	26,581	2,454	2,238,073	83,343			125	5
6	Central American States: Costa Rica	2,240	20			352		58	3,512	148	54	27	317	6
7	Guatemala					1,883	225	426	35,245	1,736			222	7
8	Honduras					173	34	118	121,175	5,116	126	56	334	8
9	Nicaragua					111	715	774	158,136	6,839			177	9
10	San Salvador					389	135	33	18,694	828			528	10
11	Chili					62	535	147	38,080	1,477			2	11
12	China					144		1,121	10,180	650			13	12
13	Denmark	1,500	300	296,004	14,688	3,482			2,700	75				13
14	Danish West Indies					72		117	13,021	497			62	14
15	Ecuador					189	638	235	231,902	10,644			7	15
16	France	20,849	2,647	40,959	1,972	17,918		205	280	13	9,556	4,128	6	16
17	French West Indies					12		52	39,646	1,541			21	17
18	French Guiana	10	2						30	2				18
19	Miquelon, Langley, and St. Pierre Islands							38	700	40			277	19
20	French East Indies													20
21	French Poss. in Africa and adjacent isl'ds													21
22	French Possessions, all other					30	81		273,392	10,705			36	22
23	Germany	8,560	682	1,563,524	69,594	65,638	385	955	61,346	2,209	88,191	38,292		23
24	England	10,945,841	115,159	607,425	27,789	84,702	2,257	9,081	3,837,641	148,752	219,122	89,140	629	24
25	Scotland	202,000	1,988	642,699	31,084	35,988		20	609,019	18,632	6,246	2,580	2	25
26	Ireland			12,412	434			1,500						26
27	Gibraltar													27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd			124,084	5,600	1,807	306	223	93,542	4,476			2,674	28
29	Quebec, Ontario, Manitoba, and N. W. T	8,000	100	2,922,949	115,415	101,336	7,807	9,098	12,805	888			20,163	29
30	British Columbia			2,316	172	4,938	400	77	8,630	443			1,367	30

31	Newfoundland and Labrador			6,943	343	540			234,182	10,301			34	31
32	British West Indies					2,924	671	2,567	500,347	22,304			1,236	32
33	British Guiana					52		29	543,740	20,783				33
34	British Honduras					42		263	58,935	2,598			163	34
35	British East Indies							159	3,000	166				35
36	Hong-Kong					1,192		314	27,670	1,442			27	36
37	British Poss. in Africa and adjacent isl'ds					710	65	25	107,150	4,239			11	37
38	British Possessions in Australasia			18,660	1,130	10,758	1,754	14,656	297,750	19,987			549	38
39	British Possessions, all other								160	8				39
40	Greece													40
41	Hawaiian Islands					4,228	2,324		502,810	19,618			1,818	41
42	Hayti					134	63	60	5,433,245	228,345			395	42
43	Italy					50		21	524	26	2,421	1,050		43
44	Japan					782	75	1,427	124,551	5,348				44
45	Liberia					62	14		74,233	2,938			19	45
46	Mexico	31,321	281	1,912	134	2,327	4,521	1,042	686,705	35,542	70	29	4,977	46
47	Netherlands			27,916	1,176	263,191		115	13,125	519	922	410	470	47
48	Dutch West Indies					84	7	324	48,549	1,820			131	48
49	Dutch Guiana													49
50	Dutch East Indies													50
51	Peru					107	13	548	16,820	689			13	51
52	Portugal					75		228	1,218	50	957	416	8	52
53	Azore, Madeira, and Cape Verde Islands							85	2,000	80				53
54	Portuguese Poss. in Africa and adj. isl'ds													54
55	Russia on the Baltic and White seas	200	10											55
56	Russia on the Black sea	10,300	150											56
57	Russia, Asiatic								19,050	1,038				57
58	San Domingo					728	352	199	43,517	1,665			267	58
59	Spain								28	2	7,821	3,220		59
60	Cuba					2,234	792	1,101	37,344	1,643			537	60
61	Porto Rico					81		24	255	10			36	61
62	Philippine Islands													62
63	Spanish Poss. in Africa and adjacent isl'ds							53	700	32				63
64	Sweden and Norway			126,366	5,960	5,010		14	17,950	759				64
65	Switzerland													65
66	Turkey in Europe													66
67	Turkey in Asia													67
68	Turkey in Africa													68
69	United States of Colombia					3,358	583	4,715	2,845,849	99,888			4,069	69
70	Uruguay						90	7	7,195	307	126	52	40	70
71	Venezuela					1,426	958	753	3,066	162			324	71
72	All other countries and ports in Asia					16		4	574	42				72
73	All other countries and ports in Africa					7			145,510	5,239				73
74	All other islands and ports								13,650	591			26	74
	Total	11,232,141	121,441	6,500,004	281,048	874,070	52,513	57,751	19,682,466	789,677	336,222	139,656	42,112	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	SPIRITS.												Spirits of turpentine		
		Alcohol.		Pure, neutral, or cologne spirits.		Rum.		Whisky. Bourbon.		Whisky. Rye.		All other.				
		Prf. Gals.	*Dolls.*	*P. Gal.*	*Dolls.*	*P. Gals.*	*Dollars.*	*Prf. Gals.*	*Dollars.*	*P. Gals.*	*Dollars.*	*P. Gal.*	*Dolls.*	*Gallons.*	*Dollars.*	
1	Argentine Republic			40	28									191,130	77,066	1
2	Austria													46,134	14,203	2
3	Belgium													884,812	287,280	3
4	Bolivia															4
5	Brazil							106	153					112,087	47,736	5
6	Central American States: Costa Rica	3,427	563					447	1,250	373	1,214	179	255	1,017	479	6
7	Guatemala	2,124	370	871	200			2,001	4,163	314	284	102	241	201	110	7
8	Honduras	38	59					981	1,348	10	55			279	138	8
9	Nicaragua	10,906	1,716			2,335	2,747	1,137	1,909	1,142	649	652	882	927	519	9
10	San Salvador							763	1,876			475	618	409	252	10
11	Chili							150	225	353	924	5	24	62,350	26,039	11
12	China							366	1,117			80	210	10,300	4,206	12
13	Denmark															13
14	Danish West Indies	12,144	1,791	4,046	650			10,782	16,637	3,653	3,916	420	1,509	436	204	14
15	Ecuador							86	116	42	102	214	207	8,190	3,543	15
16	France	253,481	33,910			800	1,000	87	154	732	2,022	760	955			16
17	French West Indies	82	34											982	399	17
18	French Guiana															18
19	Miquelon, Langley, and St. Pierre Islands	9,802	2,275											144	60	19
20	French East Indies															20
21	French Poss. in Africa and adjacent isl'ds	8,744	1,233			4,476	1,567									21
22	French Possessions, all other							275	568			319	311			22
23	Germany	270	91					207,933	151,725	1,082	1,670	11,196	12,333	1,132,975	384,223	23
24	England	214,235	31,626	12,944	1,930	129,446	30,832	4,965	6,633	2,087	3,288	6,033	6,357	4,692,011	1,561,674	24
25	Scotland	17,278	3,097	4,418	651			3	7	111	256			522,856	179,169	25
26	Ireland	8,683	1,279											603,131	200,744	26
27	Gibraltar	13,135	2,129													27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	662	134					5,184	2,750			2,373	5,012	22,768	8,864	28
29	Quebec, Ontario, Manitoba, and N. W. T	160	200	13,987	1,828	175	350	65	161	36	102	120	161	121,033	44,083	29
30	British Columbia							1,779	4,688			1,231	1,196	669	334	30
31	Newfoundland and Labrador									488	488			8,693	3 473	31

32	British West Indies	1,845	362	1,063	264			89,481	64,141	24,881	10,557	121	321	9,929	4,099	32
33	British Guiana							25	55					4,615	1,942	33
34	British Honduras	542	87					49	80			52	60	416	203	34
35	British East Indies							65	184	100	295	100	122	5,000	1,900	35
36	Hong-Kong							107	319			150	165	5,550	2,243	36
37	British Poss. in Africa and adjacent isl'ds					632,986	178,916	3	9			32	40	12,302	6,223	37
38	British Possessions in Australasia	38,660	6,684					400	900	5	22	259	1,058	187,834	75,122	38
39	British Possessions, all other															39
40	Greece															40
41	Hawaiian Islands	20	45					17,525	30,261	8	18	912	1,261	4,500	1,893	41
42	Hayti	2,274	340	47	24									5,688	2,483	42
43	Italy									44	133	60	83	161,500	63,183	43
44	Japan	69,079	10,619					2,971	7,132			18	30	4,950	2,074	44
45	Liberia													25	13	45
46	Mexico	38,504	9,050			5	14	1,508	2,624	125	317	759	1,286	6,794	3,088	46
47	Netherlands							4	10	35	21			1,177,078	400,323	47
48	Dutch West Indies	4	6									144	109	371	171	48
49	Dutch Guiana													457	198	49
50	Dutch East Indies															50
51	Peru							78	83	135	258			15,809	5,932	51
52	Portugal									5	15					52
53	Azore, Madeira, and Cape Verde Islands													100	68	53
54	Portuguese Poss. in Africa and adj. isl'ds															54
55	Russia on the Baltic and White seas													17,551	6,181	55
56	Russia on the Black sea															56
57	Russia, Asiatic															57
58	San Domingo	4	5	14	3			3	5			5	16	307	168	58
59	Spain	76,674	9,150							5	13	489	200	7,716	2,475	59
60	Cuba	50	64	687	171			10	14	22	70	322	807	65,392	26,246	60
61	Porto Rico	2,403	400	76	28			1	4					5,016	2,139	61
62	Philippine Islands													7,000	2,821	62
63	Spanish Poss. in Africa and adjacent isl'ds	82,623	11,311											298	123	63
64	Sweden and Norway											200	400			64
65	Switzerland									35	21					65
66	Turkey in Europe															66
67	Turkey in Asia					4,531	1,133									67
68	Turkey in Africa	6,928	756			11,270	3,120									68
69	United States of Colombia	324,386	48,030	87	20			10,561	16,128	3,333	5,975	796	793	29,014	12,844	69
70	Uruguay	65,346	9,251					30	45	104	167	100	45	41,800	16,817	70
71	Venezuela							45	216	11	55			9,337	4,125	71
72	All other countries and ports in Asia															72
73	All other countries and ports in Africa															73
74	All other islands and ports							585	1,231			29	65			74
	Total	1,264,513	188,667	38,280	5,797	786,024	219,679	369,561	318,921	39,271	32,907	28,707	37,132	10,209,883	3,489,895	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	Starch.		Stationery, except of paper.	Stereotype and electrotype plates.	Straw and palm-leaf, manufactures of.	SUGAR AND MOLASSES. Molasses and sirup.		Sugar, brown.		Sugar, refined.		Candy and confectionery.	Tin, manufactures of.	
		Pounds.	*Dollars.*	*Dollars*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	*Pounds*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic	482,500	16,910	6,354	69	.....	48	27	.....	.....	613,637	38,837	.....	2,144	1
2	Austria	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	230	2
3	Belgium	252,875	8,992	881	.....	.....	1,390,896	144,986	.....	.....	.....	.....	.....	63	3
4	Bolivia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Brazil	42,215	2,409	6,929	163	3,186	514	102	.....	.....	21,079	1,342	88	6,144	5
6	Central American States: Costa Rica	960	38	3,415	.....	50	25	15	13,857	646	60,940	3,876	1,244	839	6
7	Guatemala	6,600	362	4,165	.....	.....	.....	.....	1,876	109	22,600	1,453	478	500	7
8	Honduras	420	21	1,674	.....	19	227	69	17,435	1,040	172,791	11,295	153	373	8
9	Nicaragua	6,069	291	2,505	.....	1,132	115	57	33,216	1,678	145,331	8,877	485	2,120	9
10	San Salvador	.....	.....	1,382	.....	876	.....	.....	.....	.....	203	15	866	103	10
11	Chili	24,824	863	4,955	3	.....	783	130	.....	.....	909,724	58,228	18	2,566	11
12	China	160	10	1,068	.....	.....	10	7	.....	.....	22,715	1,473	370	239	12
13	Denmark	26,000	1,522	499	.....	.....	63,506	10,466	.....	.....	1,300	96	.....	488	13
14	Danish West Indies	155,562	5,803	460	.....	774	.....	.....	.....	.....	248,621	15,891	106	395	14
15	Ecuador	120	5	1,604	160	38	.....	.....	.....	.....	180,808	11,115	132	747	15
16	France	10,000	756	12,970	23	5	4,757,195	489,561	.....	.....	250	20	.....	682	16
17	French West Indies	.....	.....	73	.....	5	.....	.....	.....	.....	12,465	778	.....	556	17
18	French Guiana	.....	.....	8	.....	.....	30	18	.....	.....	123,930	8,019	.....	.....	18
19	Miquelon, Langley, and St. Pierre Islands	.....	.....	63	.....	.....	1,329	307	.....	.....	480,153	25,962	870	291	19
20	French East Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	French Poss. in Africa and adjacent isl'ds	.....	.....	.....	.....	.....	28	15	.....	.....	39,314	2,205	.....	.....	21
22	French Possessions, all other	.....	.....	1,321	.....	.....	.....	.....	.....	.....	226,351	13,911	233	604	22
23	Germany	316,879	13,472	48,309	567	15	354,461	56,716	.....	.....	1,392,688	84,308	1,184	4,201	23
24	England	1,086,576	47,242	98,122	18,408	3,271	1,722,322	198,941	.....	.....	109,155,067	6,499,924	48,967	5,867	24
25	Scotland	95,094	3,687	1,142	2,640	.....	2,026,808	257,175	.....	.....	48,716,058	2,930,617	1,287	356	25
26	Ireland	2,040	63	71	.....	.....	82,108	9,118	37,612	1,693	67,647	4,059	.....	.....	26
27	Gibraltar	.....	.....	135	.....	.....	.....	.....	.....	.....	331,549	20,534	.....	.....	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	80	4	5,487	.....	2,739	240	80	.....	.....	82,568	4,548	1,187	2,879	28
29	Quebec, Ontario, Manitoba, and N.W. Ter.	73,847	4,110	11,356	2,288	2,113	26,136	10,275	705	42	1,668,267	87,748	45,363	13,135	29
30	British Columbia	6,706	494	5,743	110	60	24,251	7,712	392	25	79,779	4,768	4,108	3,575	30
31	Newfoundland and Labrador	1,735	81	1,047	.....	45	0,688	1,939	.....	.....	742,307	45,358	981	617	31

32	British West Indies	108,133	4,727	4,105	40	19,283	1,347	389	1,355	67	2,208,841	144,639	5,595	20,318	32
33	British Guiana	6,840	475	659		166					10,213	601	104	77	33
34	British Honduras	1,924	89	188		110	77	41			82,057	5,246	569	499	34
35	British East Indies			424							18,273	1,112	18	10	35
36	Hong-Kong	400	20	615										15	36
37	British Poss. in Africa and adjacent isl'ds	11,890	811	54							936,863	58,674	218	37	37
38	British Possessions in Australasia	165,440	10,658	16,715	20		89,173	25,896			13,265,535	793,633	11,199	5,269	38
39	British Possessions, all other						1,900	345			2,000	115		150	39
40	Greece			2,500											40
41	Hawaiian Islands	16,956	1,090	23,731		578	299	99			922,656	54,630	4,119	832	41
42	Hayti	1,200	77	1,329		2,753					1,036,439	68,232	693	1,971	42
43	Italy	3,613	138	797			20	10			147,438	8,992		460	43
44	Japan	1,585	96	16,946	15						434,588	25,375	611	289	44
45	Liberia			66		63	3	2			24,264	1,330	113	107	45
46	Mexico	359,058	15,711	27,112	200	11,645	321	132	8,873	496	765,665	50,341	5,250	8,928	46
47	Netherlands	3,466,780	118,445	1,308			494	85			116,974	7,577	20	89	47
48	Dutch West Indies	2,660	83	989	37	1,240					145,835	9,575	831	956	48
49	Dutch Guiana										39,166	2,453			49
50	Dutch East Indies										2,433	150			50
51	Peru			4,815		163	753	203			448	30	1,040	952	51
52	Portugal	7,200	554	263			40	4			281,549	18,614		806	52
53	Azore, Madeira, and Cape Verde Islands	3,837	184	66		3	14	6	12,917	529	168,473	10,218	17		53
54	Portuguese Poss. in Africa and adj. isl'ds														54
55	Russia on the Baltic and White seas														55
56	Russia on the Black sea														56
57	Russia, Asiatic			337							48,940	2,936	159		57
58	San Domingo	1,152	52	2,629		2,781					222,447	14,352	1,257	764	58
59	Spain	142,880	4,149	646	22						1,479	92		222	59
60	Cuba	7,512	242	11,181	274	5,902							15,727	17,482	60
61	Porto Rico	4,546	187	2,654	5	19,066					29,458	1,904	2,670	1,274	61
62	Philippine Islands														62
63	Spanish Poss. in Africa and adjacent isl'ds	5,040	210	134							16,968	1,145		291	63
64	Sweden and Norway	4,000	260	1,002			445,329	77,427			496,755	31,298		138	64
65	Switzerland														65
66	Turkey in Europe														66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	15,398	790	42,538	414	17,333	1,734	596	4,285	247	3,556,113	226,498	8,860	21,067	69
70	Uruguay	474,320	14,564	1,012							124,520	7,810	190	452	70
71	Venezuela	3,542	247	3,297	341	747	34	24			128	7	6,095	4,357	71
72	All other countries and ports in Asia	80	4	107							662	42			72
73	All other countries and ports in Africa														73
74	All other islands and ports	1,138	74	451			60	25			46,832	2,887	95	25	74
	Total	7,408,386	281,072	390,408	25,799	96,161	11,002,318	1,293,000	132,523	6,572	190,672,154	11,435,765	173,570	137,551	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	TOBACCO, AND MANUFACTURES OF.									Trunks, valises, and traveling bags.	Umbrellas, parasols, and sunshades.	Varnish.		
		Leaf.		Stems and trimmings.		Cigars.		Cigarettes.		All other manufactures of.					
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*M.*	*Dollars.*	*M.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	
1	Argentine Republic	1,236,945	90,042					110	372	62,536	13,754		6,644	12,065	1
2	Austria									25			1,590	2,513	2
3	Belgium	16,008,794	1,593,632	5,771	230			3,180	9,654	81,093	6		148	174	3
4	Bolivia														4
5	Brazil	95,258	12,282			2	130	327	1,226	2,603	8,980	52	1,252	1,897	5
6	Central American States: Costa Rica	12,600	1,663			36	1,104	146	449	10,447	613		512	929	6
7	Guatemala	24,690	2,739	600	60	4	104	13	79	138	276		256	366	7
8	Honduras	4,525	560			5	246	5	48	268	1,323	6	73	98	8
9	Nicaragua	26,366	3,608			22	252	13	59	5,837	2,780	468	519	816	9
10	San Salvador							2	10		60		528	690	10
11	Chili							752	2,424	8,789	2,494		1,637	2,515	11
12	China	450	77					2,069	8,001	5,880	397		42	171	12
13	Denmark	860,630	76,475					2,151	6,221	7,419			100	168	13
14	Danish West Indies	155,878	14,608					130	390	7,825	991	9	151	228	14
15	Ecuador									456	1,390	340	540	969	15
16	France	31,140,244	2,324,294			2	190	265	795	4,962	34		2,719	11,290	16
17	French West Indies	738,939	64,780					1	4	396	1,293		18	30	17
18	French Guiana	51,160	5,797				21			13	608				18
19	Miquelon, Langley, and St. Pierre Islands	2,400	328			5	80	60	215	5,869	429				19
20	French East Indies									215					20
21	French Poss. in Africa and adjacent isl'ds	961,421	114,746							1,080	356				21
22	French Possessions, all other						10			1,486					22
23	Germany	71,004,757	5,859,731	5,662,556	115,185	70	1,099	14,539	43,132	69,796	1,404	46	6,437	10,812	23
24	England	63,799,367	6,371,052	392,567	30,327	224	3,650	45,971	153,574	505,942	4,094	30	6,835	13,424	24
25	Scotland	9,287,805	1,005,888			2	59	765	2,243	98,063	703		5,879	4,606	25
26	Ireland										80				26
27	Gibraltar	1,697,993	117,753	1,121,455	75,980					59,534					27
28	N. Scotia, N. Brunswick, and Pr. Ed. Is'ld	493,153	45,292			10	180	1,166	3,465	1,898	211		1,470	1,822	28
29	Quebec, Ontario, Manitoba, and N.W. Ter.	5,380,330	1,198,334			21	500	486	1,512	10,093	11,033	5	11,557	14,144	29
30	British Columbia	29,264	7,004			553	17,622	663	2,335	12,454			15	21	30
31	Newfoundland and Labrador	255,050	29,238	6,146	73	21	474	242	753	10,397	140		2,726	2,280	31

32	British West Indies	1,118,614	101,721	195	20	22	415	1,757	4,947	67,856	8,555	45	1,499	2,131	32
33	British Guiana	515,252	41,261					645	1,812	8,417	880		590	725	33
34	British Honduras	65,105	6,420	600	60	47	1,211	76	313	2,598	1,315		44	50	34
35	British East Indies	17,200	2,580			1	35	1,819	5,564	59,668			200	297	35
36	Hong-Kong					1	18	1,465	4,952	12,306	249		820	914	36
37	British Poss. in Africa and adjacent isl'ds.	1,227,086	127,993			28	720	5,907	19,274	45,824	4,313		1,149	1,513	37
38	British Possessions in Australasia	885,353	141,706	5,524	571	135	4,616	40,978	133,830	1,148,039	12,056		6,298	12,123	38
39	British Possessions, all other	79,420	7,978					1,250	3,750	5,195					39
40	Greece														40
41	Hawaiian Islands	817	180			922	18,623	2,022	7,617	73,750	7,145		120	137	41
42	Hayti	776,757	92,373							538	4,851	21	238	313	42
43	Italy	32,241,257	2,863,490	53,070	3,530					11,553	175		70	346	43
44	Japan	300	53			2	31	6,253	16,929	52,271	128		1,715	2,071	44
45	Liberia	221,273	18,590							72	455		2	3	45
46	Mexico	1,364,984	139,602			4	100			5,773	8,441	23	4,481	6,756	46
47	Netherlands	19,228,750	1,190,820	3,937,014	83,720	8	300	1,295	4,220	37,770	122		1,220	5,808	47
48	Dutch West Indies	23,753	2,927			11	315	574	1,255	17,493	3,455	6	84	121	48
49	Dutch Guiana	137,604	14,144								279				49
50	Dutch East Indies									741					50
51	Peru							897	2,823	2,524	1,005		527	893	51
52	Portugal	497,957	44,544							2,798	305				52
53	Azore, Madeira, and Cape Verde Islands	300,959	37,517							9,085					53
54	Portuguese Poss. in Africa and adj. isl'ds.														54
55	Russia on the Baltic and White seas									3,694					55
56	Russia on the Black sea														56
57	Russia, Asiatic					5	125	80	430	589					57
58	San Domingo	475	49							704	3,184	1,227	88	145	58
59	Spain	30,114,590	1,699,682							49	76		275	1,016	59
60	Cuba	10,350	1,691							57,660	22,338	8	13,948	14,799	60
61	Porto Rico	2,200	307								6,290		688	904	61
62	Philippine Islands									152			372	490	62
63	Spanish Poss. in Africa and adjacent isl'ds.	501,992	51,560							1,747	55		232	275	63
64	Sweden and Norway	330,617	27,039	67,630	538	200	6,000	3,105	8,680	1,457			50	150	64
65	Switzerland														65
66	Turkey in Europe														66
67	Turkey in Asia														67
68	Turkey in Africa														68
69	United States of Colombia	356,989	46,834			163	3,191	4,803	12,524	84,119	29,441	565	4,125	9,230	69
70	Uruguay	353,284	33,187			20	800	10	30	3,133	436		3,464	3,776	70
71	Venezuela	26,138	3,812			17	855	271	790	55,439	589	60	2,470	2,857	71
72	All other countries and ports in Asia							240	810	225					72
73	All other countries and ports in Africa									347					73
74	All other islands and ports					21	311			4,397	576				74
	Total	293,666,995	25,637,983	11,253,128	310,294	2,584	63,387	146,503	467,511	2,751,497	170,163	2,911	96,427	149,871	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	VEGETABLES.								VESSELS SOLD TO FOREIGNERS.				Vinegar.		
		Onions.		Pease and beans.		Potatoes.		Vegetables, canned.	All other, including pickles.	Steamers.		Sailing vessels.				
		Bush.	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Gallons.*	*Dollars.*	
1	Argentine Republic							385	80							1
2	Austria															2
3	Belgium			251	495			45								3
4	Bolivia															4
5	Brazil			321	547	120	132	1,104	383	47	25,678					5
6	Central American States: Costa Rica	537	635	5,018	8,290	527	406	806	176					502	102	6
7	Guatemala	164	153	116	267	469	373	1,064	44					238	71	7
8	Honduras	387	406	901	1,243	1,017	772	820	343					268	53	8
9	Nicaragua	1,049	1,059	4,550	8,303	2,255	1,799	2,524	403	1	500			765	161	9
10	San Salvador			20	24	245	196	217								10
11	Chili							942	79					208	31	11
12	China			155	168			2,547	72					15	4	12
13	Denmark							281	300							13
14	Danish West Indies	230	233	5,297	7,141	253	196	182	241					859	129	14
15	Ecuador							375	24					180	35	15
16	France			299	544	4	8	1,657	12							16
17	French West Indies	75	91	12,626	19,704	269	208	360	637							17
18	French Guiana	3	3	1,987	3,311	138	110	10	671							18
19	Miquelon, Langley, and St. Pierre Islands	1,787	1,796	684	1,134			890	252							19
20	French East Indies															20
21	French Poss. in Africa and adjacent islands							51								21
22	French Possessions, all other	152	137	2,505	2,050	3,256	2,189	4,058	119					445	93	22
23	Germany			11,106	14,179	3	4	4,322	674			1,420	27,000			23
24	England	2	5	68,060	82,193	520	530	93,522	7,849			33	625	125	25	24
25	Scotland			4,748	4,507			5,517	226							25
26	Ireland															26
27	Gibraltar							24								27
28	N. Scotia, N. Brunswick, and Pr. Ed. Island	4,835	4,408	589	718			2,790	19,641			66	1,812			28
29	Quebec, Ontario, Manitoba, and the N. W. Ter.	8,889	7,421	3,907	3,126	41,913	25,913	10,226	36,396	9	2,915			1,689	230	29
30	British Columbia	624	507	5,411	5,543	4,295	2,552	10,304	3,871			29	300	2,570	497	30

31	Newfoundland and Labrador	852	996	326	470	4	7	582	976					1,047	200	31
32	British West Indies	4,137	4,882	58,408	76,960	18,423	15,179	5,660	7,705	4	2,000			17,352	2,661	32
33	British Guiana			8,089	10,489	2,255	1,674	873	2,305					1,408	237	33
34	British Honduras	1,207	1,211	1,521	2,647	2,949	2,278	1,374	498	2	1,500			718	145	34
35	British East Indies			614	642			689	67							35
36	Hong-Kong			1,045	1,047	8,590	5,582	4,030	2,980							36
37	British Poss. in Africa and adjacent islands			70	117			706	384					10	5	37
38	British Possessions in Australasia	4,728	3,322	533	641			6,120	169							38
39	British Possessions, all other	3	10			25	50	187						160	32	39
40	Greece															40
41	Hawaiian Islands	4,895	4,366	9,306	9,027	36,095	26,483	23,137	9,775					21,627	3,543	41
42	Hayti	838	1,035	1,323	2,473	1,142	900	85	526					69	12	42
43	Italy			72	151	3	2	281	118							43
44	Japan	14	23	125	105	297	192	4,097	300					1,520	331	44
45	Liberia	3	5	157	280			494						46	9	45
46	Mexico	6,794	7,446	7,443	7,660	18,040	16,430	5,262	2,620					4,023	876	46
47	Netherlands			14,848	10,400			18	16							47
48	Dutch West Indies	2,361	2,848	3,328	5,083	5,953	5,121	350	446	4	1,500			95	18	48
49	Dutch Guiana								852							49
50	Dutch East Indies															50
51	Peru					1,228	900	211	9							51
52	Portugal							30	6							52
53	Azore, Madeira, and Cape Verde Islands							152	50					160	30	53
54	Portuguese Poss. in Africa and adjacent isl'ds															54
55	Russia on the Baltic and White seas															55
56	Russia on the Black sea															56
57	Russia, Asiatic							22								57
58	San Domingo	2,041	2,598	1,350	2,454	3,125	2,471	415	883					3	1	58
59	Spain															59
60	Cuba	7,229	7,465	118,217	219,331	221,499	158,981	1,178	7,835			20	700	201	33	60
61	Porto Rico	313	354	8,588	13,793	4,042	3,190	85	125							61
62	Philippine Islands															62
63	Spanish Poss. in Africa and adjacent islands							231								63
64	Sweden and Norway							9								64
65	Switzerland															65
66	Turkey in Europe															66
67	Turkey in Asia															67
68	Turkey in Africa															68
69	United States of Colombia	14,868	16,723	15,560	22,428	42,775	33,720	23,758	12,716	5	3,250			2,070	483	69
70	Uruguay							562								70
71	Venezuela	2,672	3,377	8,036	13,080	12,981	9,595	903	1,594	15	3,000			106	22	71
72	All other countries and ports in Asia							223								72
73	All other countries and ports in Africa							16								73
74	All other islands and ports			112	99	154	116	1,804								74
	Total	71,689	73,515	387,222	562,864	434,864	318,259	228,567	125,448	87	40,343	1,568	30,437	58,479	10,069	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	Wax, bees'.		Whalebone.		WINE. In bottles.		WINE. Not in bottles.		WOOD, AND MANUFACTURES OF. Firewood.		WOOD, AND MANUFACTURES OF. Lumber. Boards, deals, and planks.		WOOD, AND MANUFACTURES OF. Lumber. Joists and scantling.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dozens.*	*Dollars.*	*Galls.*	*Dollars.*	*Cords.*	*Dollars.*	*M feet.*	*Dollars.*	*M feet.*	*Dollars.*	
1	Argentine Republic					50	250					55,047	925,412	3,232	40,347	1
2	Austria							62	45			25	250			2
3	Belgium	7,771	1,834					68	144			6,221	88,278			3
4	Bolivia															4
5	Brazil					68	964					22,323	315,829	296	2,941	5
6	Central American States: Costa Rica					171	827	5,408	4,267			411	6,329	171	2,300	6
7	Guatemala	67	22			661	2,598	5,257	3,574			82	1,392			7
8	Honduras	280	103			53	262	8,981	5,917			836	11,622	1	25	8
9	Nicaragua	10	3			374	1,788	7,659	5,537			431	7,281	9	262	9
10	San Salvador					596	2,454	8,858	6,727			19	463			10
11	Chili					5	66	108	113			19,927	231,951			11
12	China					5	28	1,127	716			4,887	56,117			12
13	Denmark							121	85			10	300			13
14	Danish West Indies							91	85			1,304	26,741	5	50	14
15	Ecuador					61	303	220	149			688	13,000			15
16	France	11,406	2,688	75,379	231,450	61	494	9,510	4,762			7,865	104,538			16
17	French West Indies							788	392			4,501	74,835	213	3,273	17
18	French Guiana											211	5,189	6	142	18
19	Miquelon, Langley, and St. Pierre Islands											32	551			19
20	French East Indies															20
21	French Poss. in Africa and adjacent islands											1,050	15,565			21
22	French Possessions, all other					20	71	16,822	8,553			774	9,680			22
23	Germany	4,489	1,700	82,267	243,605	72	754	20,098	12,837			2,649	54,162			23
24	England	52,092	14,287	14,688	44,776	339	3,225	8,555	4,966	9	36	23,894	505,309	23	698	24
25	Scotland	4,147	1,088			24	97					5,257	127,751	148	5,829	25
26	Ireland											1,642	21,408			26
27	Gibraltar											750	8,784			27
28	N. Scotia, N. Brunswick, and Pr. Ed. Island	625	149			22	118	2,490	6,088			1,007	23,526			28
29	Quebec, Ontario, Manitoba, and N. W. Ter	405	186			37	149	2,063	2,364	1,544	4,720	20,923	420,806			29
30	British Columbia	50	14			133	740	12,912	8,970			6	125			30
31	Newfoundland and Labrador	321	87			6	22					5	246			31

32	British West Indies	587	160			31	208	2,321	1,868	53	219	17,338	278,016	1,043	16,166	32
33	British Guiana					44	171					3,826	64,433	57	849	33
34	British Honduras	76	29			14	52	138	85			1,242	19,590	2	43	34
35	British East Indies					66	387									35
36	Hong-Kong	457	105			3	31	969	668			1,217	10,971			36
37	British Poss. in Africa and adjacent islands											2,559	68,524	39	861	37
38	British Possessions in Australasia	950	278			21	122	325	285			52,142	748,758			38
39	British Possessions, all other															39
40	Greece											32	680			40
41	Hawaiian Islands					552	2,421	63,848	53,822			16,614	205,987	55	483	41
42	Hayti											6,321	101,426	149	3,694	42
43	Italy					31	362					10,353	127,096			43
44	Japan					140	866	21,192	12,358							44
45	Liberia	46	8									215	4,697	1	18	45
46	Mexico	4,817	1,642			560	2,730	33,315	22,349			12,646	197,482	319	8,816	46
47	Netherlands			1,065	3,195			45	90			6,564	83,300			47
48	Dutch West Indies							152	94			1,488	21,267			48
49	Dutch Guiana															49
50	Dutch East Indies															50
51	Peru	100	28									4,492	55,517			51
52	Portugal											2,412	28,914	5	61	52
53	Azore, Madeira, and Cape Verde Islands											999	20,626	146	2,916	53
54	Portuguese Poss. in Africa and adj. islands											672	11,004			54
55	Russia on the Baltic and White seas															55
56	Russia on the Black sea															56
57	Russia, Asiatic							1,220	961							57
58	San Domingo							20	25			2,373	42,400	118	1,743	58
59	Spain											10,949	147,872	1,125	15,318	59
60	Cuba			53	241			124	131			32,845	429,591	305	4,031	60
61	Porto Rico							270	175			4,227	70,403	3	86	61
62	Philippine Islands															62
63	Spanish Poss. in Africa and adjacent Islands											585	9,287			63
64	Sweden and Norway							2,376	1,595							64
65	Switzerland															65
66	Turkey in Europe															66
67	Turkey in Asia															67
68	Turkey in Africa											24	287			68
69	United States of Colombia	1,322	487			141	669	39,945	17,873			26,256	399,706	22	558	69
70	Uruguay											22,729	309,022	1,114	14,774	70
71	Venezuela	332	99			1	4	1,249	981			863	16,848			71
72	All other countries and ports in Asia					6	24									72
73	All other countries and ports in Africa															73
74	All other islands and ports					58	242	3,900	2,021							74
	Total	90,350	24,997	173,452	523,267	4,426	23,499	282,607	191,672	1,606	4,975	424,760	6,531,144	8,607	126,284	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	WOOD, AND MANUFACTURES OF.												
		Lumber.												
		Hoops, and hoop-poles.	Laths.		Palings, pickets, and bed-slats.		Shingles.		Shooks. Box.	Shooks. Other.		Staves and headings.	All other lumber.	
		Dollars.	*Thous'ds.*	*Dollars.*	*Thous'ds.*	*Dollars.*	*Thous'ds.*	*Dollars.*	*Dollars.*	*Number.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic	385			94	1,064			4,876	65,148	96,095	3,234	155,269	1
2	Austria											3,410		2
3	Belgium											23,217	825	3
4	Bolivia													4
5	Brazil	1,173							4,715	1,403	1,157	50	550	5
6	Central American States: Costa Rica						25	51	178				13,500	6
7	Guatemala		60	195			44	92					8,317	7
8	Honduras						400	1,294	24			4		8
9	Nicaragua	34			1	23	438	2,090		200	170		3,547	9
10	San Salvador								785				778	10
11	Chili		307	1,030	10	85	100	200	20	1,700	1,365	21,611	12,954	11
12	China		173	345	9	89								12
13	Denmark	370										525	1,526	13
14	Danish West Indies	4,578			1	17	1,576	3,883	15	8,465	6,078	1,328	749	14
15	Ecuador								105			2,092		15
16	France									187	115	93,531	3,442	16
17	French West Indies						661	2,495		83,051	164,519	30,840	183	17
18	French Guiana												507	18
19	Miquelon, Langley, and St. Pierre Islands									260	120	217	173	19
20	French East Indies													20
21	French Poss. in Africa and adjacent isl'ds						321	772						21
22	French Possessions, all other		10	20	7	77	982	1,587	83					22
23	Germany	1,118										61,266	110,919	23
24	England	4,318	221	828					250	115,063	57,733	386,734	432,028	24
25	Scotland								272	1,000	400	81,785	134,854	25
26	Ireland											3,527		26
27	Gibraltar											5,670	2,138	27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd												8,659	28
29	Quebec, Ontario, Manitoba, and N.W. Ter.		304	319			6,901	6,934	150			45,619	84	29
30	British Columbia						237	580				236	763	30

31	Newfoundland and Labrador	110										801	693	31
32	British West Indies	588	226	373	5	61	5,968	31,208	7,298	207,387	118,083	74,231	10,331	32
33	British Guiana	9								7,349	2,808	82,575	4,919	33
34	British Honduras	373			11	360	81	262		790	651	187		34
35	British East Indies								1,340					35
36	Hong-Kong												100	36
37	British Poss. in Africa and adjacent isl'ds	349					100	235		1,988	10,716	11,247	6,089	37
38	British Possessions in Australasia	419	11,635	27,861	1,079	10,937	150	377	3,723	2,444	3,235	7,093	71,427	38
39	British Possessions, all other								660			1,275		39
40	Greece													40
41	Hawaiian Islands		600	1,220	33	292	12,646	20,691	877			1,666	7,528	41
42	Hayti	810					1,977	9,200	420	2,924	3,283	1,191	2,414	42
43	Italy								56,873			99,176	355	43
44	Japan												116	44
45	Liberia						90	178					119	45
46	Mexico		247	659	59	186	2,488	7,870	5,837	1,671	1,823	2,066	33,185	46
47	Netherlands											60,864	10,986	47
48	Dutch West Indies						188	670	402	20	20		1,474	48
49	Dutch Guiana	133								1,400	1,369	492		49
50	Dutch East Indies													50
51	Peru								5,055	14	143	3,074	851	51
52	Portugal											241,473		52
53	Azore, Madeira, and Cape Verde Islands						761	1,584				25,819	148	53
54	Portuguese Poss. in Africa and adj. isl'ds													54
55	Russia on the Baltic and White seas											62	615	55
56	Russia on the Black sea													56
57	Russia, Asiatic		30	90			164	328						57
58	San Domingo	1,351					85	462	5,756	5,588	5,459	174	19,044	58
59	Spain								729	120	322	523,074	8,475	59
60	Cuba	178,731			20	173	85	174	21,891	262,123	304,563	84,212	26,822	60
61	Porto Rico	19,003					1,418	4,948	5,469	125,626	150,861	15,301	1,798	61
62	Philippine Islands													62
63	Spanish Poss. in Africa and adjacent isl'ds											4,806	50	63
64	Sweden and Norway											125		64
65	Switzerland													65
66	Turkey in Europe												36	66
67	Turkey in Asia													67
68	Turkey in Africa													68
69	United States of Colombia						501	2,689	756	450	511	25	29,350	69
70	Uruguay				32	339				2,900	4,425	50	61,633	70
71	Venezuela								6,392	2,998	2,481		14,069	71
72	All other countries and ports in Asia													72
73	All other countries and ports in Africa								1,803					73
74	All other islands and ports				10	150	257	428						74
	Total	213,852	13,813	32,940	1,371	13,853	38,644	101,282	136,754	902,269	938,505	2,005,955	1,204,392	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	WOOD, AND MANUFACTURES OF.											
		Timber.					Manufactures of.						
		Sawed.		Hewed.		Logs and other timber.	Doors, sash, and blinds.	Moldings, trimmings, and other house finishings.	Hogsheads and barrels, empty.	Household furniture.	Woodenware.	All other.	
		M feet.	*Dollars.*	*Cubic feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars*	*Dollars.*	
1	Argentine Republic	909	15,380			1,315	1,882		1,107	219,812	8,833	20,987	1
2	Austria	431	3,600							950		1,420	2
3	Belgium	381	3,636	26,566	4,325	98,340			897	10,376	3,232	10,909	3
4	Bolivia												4
5	Brazil	327	4,882	846	275	60		513	23	31,276	3,081	15,828	5
6	Central American States: Costa Rica					26,573	2,480	273	430	8,595	331	11,758	6
7	Guatemala	218	4,860				1,425			6,801	140	10,488	7
8	Honduras	16	219			65	58	70		5,209	46	1,166	8
9	Nicaragua					82	176			9,747	525	2,651	9
10	San Salvador	34	827				49	124		4,748		3,218	10
11	Chili	5	100			210		1,535	50	27,717	3,477	16,585	11
12	China	6	140			713	338			4,687	457	792	12
13	Denmark									3,220	171	4,700	13
14	Danish West Indies	5	130					32	1,518	4,863	141	1,454	14
15	Ecuador	51	970				37	48	88	10,364	54	2,160	15
16	France	6,535	65,919	120,393	12,395	39,813				39,100	1,105	30,401	16
17	French West Indies					300	22		2,404	4,160	41	535	17
18	French Guiana					110	16			1,365	268	292	18
19	Miquelon, Langley, and St. Pierre Islands						875	634		3,611	274	14,035	19
20	French East Indies												20
21	French Poss. in Africa and adjacent isl'ds	257	2,843							58		224	21
22	French Possessions, all other	1,069	20,614			46	1,990	193		3,682		2,970	22
23	Germany	2,000	20,682	148,545	22,418	315,843	195	683	813	114,831	19,178	128,157	23
24	England	83 091	811,971	1,970,735	260,157	275,100	44,880	37,393	24,981	244,320	132,819	400,891	24
25	Scotland	12,415	121,908	153,733	16,528	63,653	2,254	2,592	12,160	30,888	12,104	52,278	25
26	Ireland	8,721	88,637	453,048	49,085					133	712	278	26
27	Gibraltar	43	486							5,372			27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd	1,267	20,013	13,723	2,340	9,132	1,011	1,749	610	29,371	3,192	47,696	28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	5,371	95,351	965,250	274,515	156,317	14,031	6,749	6,711	232,262	38,909	201,623	29
30	British Columbia							3,057	1,090	45,289	8,719	13,863	30
31	Newfoundland and Labrador						1,518	50		5,175	6,905	5,141	31

32	British West Indies	70	1,104			2,145	7,641	2,795	2,810	52,531	5,583	16,566	32
33	British Guiana						643	10	481	7,401	81	3,589	33
34	British Honduras					755	344		143	1,686	315	2,003	34
35	British East Indies									1,221		1,003	35
36	Hong-Kong									11,320	52	2,573	36
37	British Poss. in Africa and adjacent isl'ds	541	5,413	793	85	900	34,451	3,666		17,306	1,475	33,065	37
38	British Possessions in Australasia	2,623	61,564			2,254	101,463	26,938	153	198,417	27,313	148,664	38
39	British Possessions, all other									435			39
40	Greece									866			40
41	Hawaiian Islands	1,098	22,961			457	19,852	7,086		82,199	4,415	40,937	41
42	Hayti						1,558	517	647	38,527	1,350	4,644	42
43	Italy	8,687	81,183	138,494	14,706	392		104		14,748	3,220	940	43
44	Japan	51	811						500	15,158	300	2,419	44
45	Liberia						702		238	1,752	175	3,292	45
46	Mexico	16,235	343,058			10,054	5,911	3,310	8,831	81,410	3,493	34,772	46
47	Netherlands	4,649	39,223	184,514	29,689	18,241	133		12	9,860	1,006	16,158	47
48	Dutch West Indies					365	8	109		12,966	389	1,806	48
49	Dutch Guiana									1,691	268	394	49
50	Dutch East Indies									782	66	3,152	50
51	Peru	20	300					1,006	2,929	21,491	375	3,989	51
52	Portugal	1,613	16,411	15,442	1,459	60				4,017	172	2,097	52
53	Azore, Madeira, and Cape Verde Islands			247	150					3,530	280	1,547	53
54	Portuguese Poss. in Africa and adj. isl'ds			500	584							35	54
55	Russia on the Baltic and White seas									80			55
56	Russia on the Black sea											289	56
57	Russia, Asiatic	155	3,792				32		203	575		737	57
58	San Domingo					5,780	507	157	2,676	12,351	301	4,032	58
59	Spain	5,188	63,565	35,054	3,971					9,203	486	1,783	59
60	Cuba					888	3,964	5,339	383,527	86,234	13,020	60,999	60
61	Porto Rico							602,	102	12,684	663	5,251	61
62	Philippine Islands									63		1,122	62
63	Spanish Poss. in Africa and adjacent isl'ds					47				5,110	71	48	63
64	Sweden and Norway									3,548	296	1,611	64
65	Switzerland									1,440			65
66	Turkey in Europe									491		179	66
67	Turkey in Asia												67
68	Turkey in Africa	317	3,168										68
69	United States of Colombia	1,577	22,895	32,756	5,233	8,635	21,669	6,395	531	113,677	14,152	67,335	69
70	Uruguay	467	5,264			240		143	160	27,252	840	4,278	70
71	Venezuela	231	3,110			2,393		189	167	14,895	1,090	3,818	71
72	All other countries and Ports in Asia									1,658	25		72
73	All other countries and Ports in Africa									1,659		63	73
74	All other islands and ports	935	19,760				1,213			529		2,253	74
	Total	167,609	1,976,750	4,260,639	697,915	1,041,278	273,328	114,061	456,992	1,978,745	325,986	1,479,943	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	WOOL, AND MANUFACTURES OF.							ZINC, AND MANUFACTURES OF.					
		Wool, raw.		Carpets.		Flannels and blankets.	Wearing apparel.	All other manufactures of.	Ore or oxide.		Pigs, bars, plates, and sheets.		All other manufactures of.	
		Pounds.	*Dollars.*	*Yards.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Argentine Republic					551	112	233					243	1
2	Austria													2
3	Belgium	64,730	16,182				1,363	2,300	530	15,390				3
4	Bolivia													4
5	Brazil					1,459	1,501	579					22	5
6	Central American States: Costa Rica					592	1,339	219						6
7	Guatemala					156	1,267	301						7
8	Honduras			111	89	42	1,191	256			586	32	25	8
9	Nicaragua			20	19	781	5,060	272			4,707	301	22	9
10	San Salvador			165	100	627	1,086	431						10
11	Chili			25	26	10	1,180	161					45	11
12	China			100	85	240	2,493	1,392						12
13	Denmark						380							13
14	Danish West Indies						317	238			200	12		14
15	Ecuador					766	273	1,533						15
16	France	5,983	700				1,582	1,719			255	22		16
17	French West Indies						50							17
18	French Guiana							96						18
19	Miquelon, Langley, and St. Pierre Islands						287	100						19
20	French East Indies													20
21	French Poss. in Africa and adjacent islands													21
22	French Possessions, all other					30	257	240						22
23	Germany	41,858	15,495	372	453	637	15,487	7,597			259,590	17,580	25	23
24	England	60	15	1,508	1,608	915	44,904	17,955	602	23,110	70,635	5,533	1,966	24
25	Scotland						2,486	7,207	77	5,626				25
26	Ireland													26
27	Gibraltar						250							27
28	N. Scotia, N. Brunswick, and Pr. Ed. Isl'd			27	28	365	764	6,642					169	28
29	Quebec, Ontario, Manitoba, and N. W. Ter.	85,830	24,106	41	20	498	158,360	13,118					2,097	29
30	British Columbia	58,935	21,460			1,427	33,070	5,572			607	41	227	30
31	Newfoundland and Labrador	442	38			409	478	473					14	31

32	British West Indies			568	489	831	780	991			609	36	170	32
33	British Guiana												42	33
34	British Honduras			35	24	18	275				1,354	150		34
35	British East Indies													35
36	Hong-Kong					2,328	3,628							36
37	British Poss. in Africa and adjacent isl'ds													37
38	British Possessions in Australasia					993	5,233	787					856	38
39	British Possessions, all others						400							39
40	Greece						364							40
41	Hawaiian Islands					13,223	61,489	6,104					1,574	41
42	Hayti			254	166	530	234	140			9,292	481	358	42
43	Italy						4,270							43
44	Japan					1,847	2,587							44
45	Liberia					95	165	94						45
46	Mexico	102	6	2,611	3,694	4,827	11,253	5,980		26	2,238	214	1,744	46
47	Netherlands						1,165							47
48	Dutch West Indies			20	28		165	177					100	48
49	Dutch Guiana													49
50	Dutch East Indies													50
51	Peru						1,234	174						51
52	Portugal						30							52
53	Azore, Madeira, and Cape Verde Islands						446							53
54	Portuguese Poss. in Africa and adj. isl'ds													54
55	Russia on the Baltic and White seas													55
56	Russia on the Black sea													56
57	Russia, Asiatic						2,168							57
58	San Domingo			243	158	1,588	5,937	944					94	58
59	Spain						100							59
60	Cuba			142	146	893	811	1,612			1,887	131	116	60
61	Porto Rico						5	123						61
62	Philippine Islands			50	65								60	62
63	Spanish Poss. in Africa and adjacent isl'ds							182						63
64	Sweden and Norway							30						64
65	Switzerland						500							65
66	Turkey in Europe						368							66
67	Turkey in Asia													67
68	Turkey in Africa													68
69	United States of Colombia			1,174	1,113	3,930	14,614	4,200			9,541	699	8,152	69
70	Uruguay						1,118	125						70
71	Venezuela			250	346	48	3,502	496			100	12	413	71
72	All other countries and ports in Asia						357							72
73	All other countries and ports in Africa										1,598	159	20	73
74	All other islands and ports						501							74
	Total	257,940	78,002	7,716	8,657	40,656	399,236	90,793	1,209	44,152	363,199	25,403	18,554	

No. 8.—EXPORTS *of* DOMESTIC MERCHANDISE *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES TO WHICH EXPORTED.	ALL ARTICLES NOT ELSEWHERE ENUMERATED.		RECAPITULATION.						TOTAL VALUE OF DOMESTIC MERCHANDISE EXPORTED TO EACH COUNTRY AND ITS DEPENDENCIES.	
		Unmanufactured articles.	Manufactured articles.	Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		Total value of exports of domestic merchandise.		
					Steam.	Sail.	Steam.	Sail.			
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic	2,095	361		75,105	1,625,121	834,311	3,137,192	5,671,729	5,671,729	1
2	Austria		337			28,780	73,151	578,050	679,981	679,981	2
3	Belgium	14,253	18,869		784,099	254,000	21,893,920	4,307,004	27,239,023	27,239,023	3
4	Bolivia				1,304				1,304	1,304	4
5	Brazil	516	9,365		2,044,358	2,164,418	1,928,926	1,933,951	8,071,653	8,071,653	5
6	Central American States: Costa Rica	837	5,399		179,882	57,779	463,098	3,171	703,930	703,930	6
7	Guatemala	20	6,666		501,739	11,311	31,713	8,416	553,179	553,179	7
8	Honduras	9	160		222,808	71,648	106,535	24,750	425,741	425,741	8
9	Nicaragua	37	2,070		199,121	22,030	458,411	21,589	701,151	701,151	9
10	San Salvador				454,748	9,238		13,139	477,125	477,125	10
11	Chili	128	4,175		158,133	1,074,168	258,701	571,505	2,062,507	2,062,507	11
12	China	17	1,108		1,448,145	258,419	4,128,847	411,215	6,246,626	6,246,626	12
13	Denmark	25					3,251,496	641,097	3,892,593	4,497,437	13
14	Danish West Indies	5			24,268	383,635	63,657	133,284	604,844		14
15	Ecuador	5	3,219		875,288	84,408	2,305	87,391	1,049,392	1,949,392	15
16	France	33,593	63,094			2,177,376	39,721,337	13,783,281	55,681,994	58,363,510	16
17	French West Indies		71			892,789	275,743	165,812	1,334,344		17
18	French Guiana					101,343	20	36,361	137,724		18
19	Miquelon, Langley, and St. Pierre Islands	127	60				50	299,713	299,763		19
20	French East Indies					75,803		101,180	176,983		20
21	French Poss. in Africa and adjacent islands					171,868	3,223	155,729	330,820		21
22	French Possessions, all other		548			361,519	37,048	3,315	401,882		22
23	Germany	88,315	34,968			129,834	46,600,547	10,586,274	57,316,655	57,316,655	23
24	England	191,045	225,438		1,661,135	3,806,376	278,933,354	30,894,723	315,295,588	423,920,708	24
25	Scotland	4,253	4,010			17,081	29,092,363	590,745	29,700,189		25
26	Ireland		115			278,956	5,765,492	12,060,918	18,105,366		26
27	Gibraltar					12,090	239,539	475,421	727,050		27
28	Nova Scotia, N. Brunswick, and Pr. Ed. Island	5,763	3,210		896,627	33,197	365,220	993,387	2,288,431		28
29	Quebec, Ontario, Manitoba, and N. W. Terr'y	43,793	291,159	17,073,221	1,670,353	1,533,148	4,675,771	3,558,273	28,510,766		29
30	British Columbia	3,679	17,751	3,168	1,455,457	2,697	64,376	3,141	1,528,839		30
31	Newfoundland and Labrador	2,207	100			42,312	651,364	473,691	1,167,367		31
32	British West Indies	1,591	2,785		242,560	2,240,168	3,306,832	675,470	6,465,030		32
33	British Guiana	76	20			779,707	189,849	453,655	1,423,211		33

34	British Honduras		104		137,376	39,581	149,775	22,778	349,510			34
35	British East Indies		32		9,909	1,427,162	627,722	1,837,254	3,902,047			35
36	Hong-Kong				1,433,338	294,757	1,137,286	114,674	2,980,055			36
37	British Poss. in Africa and adjacent islands		60			581,861	30,025	848,370	1,460,256			37
38	British Possessions in Australasia	127	7,613	2,844	633,436	3,594,606	735,818	4,576,770	9,543,474			38
39	British Possessions, all other					6,180	404,379	62,970	473,529			39
40	Greece						145,701	25,796	171,497	171,497		40
41	Hawaiian Islands		486		366,599	1,948,226	1,178,073	27,695	3,520,593	3,520,593		41
42	Hayti	8	1,513		521,406	531,060	1,561,396	445,456	3,059,318	3,059,318		42
43	Italy	9	5,750			161,762	7,997,830	3,896,889	12,056,481	12,056,481		43
44	Japan		1,438		647,331	982,062	837,214	813,707	3,280,314	3,280,314		44
45	Liberia					85,934	4,551		90,485	90,485		45
46	Mexico	2,285	11,225	1,705,619	2,998,927	1,143,627	1,283,649	135,307	7,267,129	7,267,129		46
47	Netherlands	2,581				213,267	14,309,651	3,922,638	18,445,556			47
48	Dutch West Indies	42	244		355,850	31,318		149,132	536,300	21,387,060		48
49	Dutch Guiana					224,165		11,940	236,105			49
50	Dutch East Indies					358,069	1,440	1,809,590	2,169,099			50
51	Peru		4,469		388,077	184,725	7,908	137,258	717,968	717,968		51
52	Portugal					258,248	1,356,169	2,892,104	4,506,521			52
53	Azore, Madeira, and Cape Verde Islands		6			207,338	17,259	126,655	351,252	4,870,413		53
54	Portuguese Poss. in Africa and adjacent isl'ds						647	11,993	12,640			54
55	Russia on the Baltic and White seas	130					3,127,857	3,453,669	6,581,526			55
56	Russia on the Black sea						1,021,144	14,176	1,035,320	7,734,944		56
57	Russia, Asiatic					70,214	34,147	13,737	118,098			57
58	San Domingo	142	250		622,623	122,840	171,484	97,467	1,014,414	1,014,414		58
59	Spain		75			347,524	8,942,093	3,464,017	12,753,634			59
60	Cuba	2,039	31,543		5,766,879	3,557,310	709,977	104,764	10,138,930			60
61	Porto Rico	126	562		368,522	850,392	389,016	99,311	1,707,241	24,906,156		61
62	Philippine Islands					64,742	19,624	63,316	147,682			62
63	Spanish Poss. in Africa and adjacent islands					16,487	37,469	104,713	158,669			63
64	Sweden and Norway	59	145				2,143,467	933,332	3,076,799	3,076,799		64
65	Switzerland	630	784				49,598		49,598	49,598		65
66	Turkey in Europe						78,863	206,535	285,398			66
67	Turkey in Asia					22,175	105,310	51,728	179,213	767,868		67
68	Turkey in Africa						72,727	230,530	303,257			68
69	United States of Colombia	2,395	68,599		4,140,461	691,602	989,164	152,738	5,973,965	5,973,965		69
70	Uruguay	1,744	60		14,091	65,075	224,150	1,090,409	1,393,725	1,393,725		70
71	Venezuela	75	1,773		2,406,576	28,450	362,632	29,352	2,827,010	2,827,010		71
72	All other countries and ports in Asia						185,002	23,850	208,852	208,852		72
73	All other countries and ports in Africa					482,214	17,350		499,564	499,564		73
74	All other islands and ports		120			167,119			167,119	167,119		74
	Total	404,781	831,909	18,784,852	33,706,531	37,461,311	493,884,766	119,185,463	703,022,923	703,022,923		

NOTE.—Owing to the absence of law providing the means for collecting the statistics of exports by cars and other land vehicles, the exports to the Dominion of Canada by land carriage are very incomplete, and those overland to Mexico are entirely wanting. The deficiency in the exports to the Dominion of Canada is estimated to be at least $20,000,000, and to Mexico, by the editor of the Mexican Financier, at $6,000,000.

No. 9.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

EXPORTS OF DOMESTIC MERCHANDISE,

BY CUSTOMS DISTRICTS,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	AGRICULTURAL IMPLEMENTS.				ANIMALS.											
		Horse-powers.	Mowers and reapers, and parts of.	Plows and cultivators, and parts of.	All other, and parts of, not elsewhere specified.	Cattle.		Hogs.		Horses.		Mules.		Sheep.		All other, and fowls.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*No.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska																1
2	Alexandria, Va																2
3	Apalachicola, Fla																3
4	Baltimore, Md			976	56	14,127	1,448,405	3	100					875	8,275		4
5	Bangor, Me																5
6	Barnstable, Mass																6
7	Bath, Me																7
8	Beaufort, S. C																8
9	Belfast, Me				7												9
10	Boston and Charlestown, Mass	16,820	22,089	26,894	15,956	42,663	3,747,300			29	4,795			959	7,045	109	10
11	Brazos de Santiago, Tex		140	479		312	2,919	27	120	214	4,718			12,950	12,300	1,904	11
12	Brunswick, Ga																12
13	Buffalo Creek, N. Y																13
14	Cape Vincent, N. Y															18	14
15	Castine, Me																15
16	Champlain, N. Y															250	16
17	Charleston, S. C																17
18	Chicago, Ill																18
19	Corpus Christi, Tex			4,568	1,126	177	3,325	940	8,115	50	4,110	6	130	18,353	20,113	13,374	19
20	Cuyahoga, Ohio															11	20
21	Delaware, Del																21
22	Detroit, Mich			150	398	2	500	12,696	119,393	121	36,599	9	1,000	36	125	8	22
23	Duluth, Minn									2	200						23
24	Fairfield, Conn																24
25	Fernandina, Fla																25
26	Galveston, Tex			2,211		1	150			6	3,130			6	250		26
27	Genesee, N. Y			46	144					6	1,620					57	27
28	Georgetown, S. C																28
29	Gloucester, Mass																29
30	Humboldt, Cal																30

31	Huron, Mich				1,000	108	9,450	48,416	356,457	123	31,450						31
32	Key West, Fla				64	583	9,370			2	450	23	3,130				32
33	Machias, Me																33
34	Miami, Ohio									2	400						34
35	Michigan, Mich																35
36	Minnesota, Minn		1,773	6,231	4,949	192	11,078	2	5	53	3,911			2,920	6,839	261	36
37	Mobile, Ala																37
38	Newark, N. J																38
39	New Bedford, Mass			87	211												39
40	Newburyport, Mass																40
41	New Haven, Conn											15	1,800				41
42	New London, Conn																42
43	New Orleans, La			9		35	2,510	464	6,253	33	3,150			12	30	166	43
44	New York, N. Y	2,979	1,213,170	301,285	426,799	39,942	3,682,850	629	10,569	478	160,120	1,303	151,913	3,031	51,144	9,857	44
45	Niagara, N. Y									30	14,362					500	45
46	Norfolk and Portsmouth, Va																46
47	Oregon, Oreg																47
48	Oswegatchie, N. Y		135							24	4,911						48
49	Oswego, N. Y									1	35						49
50	Pamlico, N. C																50
51	Passamaquoddy, Me			300						16	3,300						51
52	Pearl River, Miss																52
53	Pensacola, Fla																53
54	Perth Amboy, N. J																54
55	Philadelphia, Pa		633	38	328	1,119	95,700							188	1,300	38	55
56	Portland and Falmouth, Me			125	10,630	749	47,070			1	1,100					55	56
57	Providence, R. I																57
58	Puget Sound, Wash		4,410	1,028	3,738	1,235	37,790	3,615	10,308	85	9,370	6	450	22,515	48,189	9,900	58
59	Richmond, Va																59
60	Saint Augustine, Fla																60
61	Saint John's, Fla																61
62	Saint Mark's, Fla																62
63	Saint Mary's, Ga																63
64	Salem and Beverly, Mass																64
65	Saluria, Tex			610	450	4,474	37,174			37	680	152	20,030	16,515	18,949	985	65
66	San Diego, Cal		264	544	609	391	8,870			37	961			43,106	79,262	51	66
67	Sandusky, Ohio							3	18	1	500						67
68	San Francisco, Cal				21,240	208	16,445	8,588	53,415	258	61,585	240	36,285	235	904	2,727	68
69	Savannah, Ga																69
70	Superior, Mich			21		1	30			2	150					5	70
71	Vermont, Vt				41,673											127	71
72	Waldoborough, Me																72
73	Willamette, Oreg																73
74	Wilmington, Cal																74
75	Wilmington, N. C																75
76	Wiscasset, Me																76
77	Yorktown, Va			1,005		140	11,200										77
	Total	19,799	1,242,614	346,607	529,378	106,459	9,172,136	75,383	564,753	1,611	351,607	1,754	214,738	121,701	254,725	40,403	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	Art works: Paintings and statuary.	Bark, and extract of, for tanning.	Billiard and pool tables and apparatus.	Blacking.	Bones, hoops, horns, and horn-tips, strips and waste.	Books, maps, engravings, and other printed matter.	Brass, and manufactures of.	BREADSTUFFS. Barley.		Bread and biscuit.		Corn.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	
1	Alaska, Alaska								50	30	330	18			1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	99	142,567		100	723	5,263	77	42	60	224,513	9,064	8,304,302	4,017,005	4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me										407	24			9
10	Boston and Charlestown, Mass	51,405	444		37,136	27,449	73,721	1,536			799,417	29,638	2,902,941	1,512,187	10
11	Brazos de Santiago, Tex				151		499	38	2	5			12,884	11,523	11
12	Brunswick, Ga												40	30	12
13	Buffalo Creek, N. Y						1,105								13
14	Cape Vincent, N. Y				200		2,650	501			2,845	167			14
15	Castine, Me														15
16	Champlain, N. Y	20,200					36,300	19,500							16
17	Charleston, S. C														17
18	Chicago, Ill						204						1,922,671	766,934	18
19	Corpus Christi, Tex	280		103	511	15	2,871	210			10,055	642	22,916	16,067	19
20	Cuyahoga, Ohio							187							20
21	Delaware, Del														21
22	Detroit, Mich	17					11,611	9,306			43,135	2,535	524,516	203,807	22
23	Duluth, Minn												88,530	35,714	23
24	Fairfield, Conn														24
25	Fernandina, Fla														25
26	Galveston, Tex					90	5				41,157	3,343			26
27	Genesee, N. Y	2			901		511								27
28	Georgetown, S. C														28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich					200	6,392	2,092					409,278	166,530	31
32	Key West, Fla	450					85	565			494	36	140,865	85,068	32
33	Machias, Me														33
34	Miami, Ohio												976,592	409,950	34
35	Michigan, Mich														35
36	Minnesota, Minn	1,394		10	518	62	21,508	1,824					1,129	466	36
37	Mobile, Ala														37
38	Newark, N. J														38
39	New Bedford, Mass	20			39		3	35			3,391	119	2,102	1,314	39
40	Newburyport, Mass														40
41	New Haven, Conn										2,770	122			41
42	New London, Conn										20,000	800			42
43	New Orleans, La	25	17,484		38		233		3	7	376,496	21,479	7,505,816	3,554,677	43
44	New York, N. Y	140,660	47,802	28,005	131,385	122,197	1,197,608	134,320	165,014	124,011	11,577,721	474,829	14,157,394	6,944,708	44
45	Niagara, N. Y	100					384								45
46	Norfolk and Portsmouth, Va		13,607										108,756	56,773	46
47	Oregon, Oreg	10													47
48	Oswegatchie, N. Y				2,819		41,389	8,686					6,550	1,979	48
49	Oswego, N. Y			190									25	20	49
50	Pamlico, N. C														50
51	Passamaquoddy, Me	1,335			4,426		12,505	752			1,100	65	170	89	51
52	Pearl River, Miss										1,620	162	6,790	2,988	52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	2,468	17,796	24	603		25,819	5,843			130,976	12,259	2,610,832	1,255,609	55
56	Portland and Falmouth, Me				4		86				23,059	1,088	550	330	56
57	Providence, R. I														57
58	Puget Sound, Wash	392		315	137	25	5,102	227	5,602	3,326	8,650	299			58
59	Richmond, Va												58	35	59
60	Saint Augustine, Fla														60
61	Saint John's, Fla				1				1	2	711	35	20	12	61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	16			13		1,099	3,004			5,566	428	230	158	65
66	San Diego, Cal	33		1,015	1		34	2	1,822	1,166	4,521	309	825	622	66
67	Sandusky, Ohio												143,350	55,043	67
68	San Francisco, Cal	2,466		4,359	6,732	11,758	93,331	3,119	1,132,764	724,798	1,771,258	101,985	42,747	28,476	68
69	Savannah, Ga														69
70	Superior, Mich					50							100	50	70
71	Vermont, Vt				9,414		15,392	36,517							71
72	Waldoborough, Me														72
73	Willamette, Oreg				68	389	175				9,869	478			73
74	Wilmington, Cal														74
75	Wilmington, N. C														75
76	Wiscasset, Me														76
77	Yorktown, Va						100						414,273	219,197	77
	Total	221,372	239,700	34,021	195,197	162,958	1,546,985	228,341	1,305,300	853,405	15,060,061	659,924	40,307,252	19,347,361	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BREADSTUFFS.												
		Corn-meal.		Oats.		Oatmeal.		Rye.		Rye flour.		Wheat.		
		Barrels.	*Dollars.*	*Bushels.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Bushels.*	*Dollars.*	
1	Alaska, Alaska	1	2									40	40	1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Baltimore, Md	1,214	3,174	1,246	602	4,167,088	142,417					13,903,298	12,452,130	4
5	Bangor, Me			30	13									5
6	Barnstable, Mass													6
7	Bath, Me													7
8	Beaufort, S. C													8
9	Belfast, Me	15	39											9
10	Boston and Charlestown, Mass	105,669	258,673	3,655	1,627	3,793,990	101,069	3,200	1,930	141	483	1,500,340	1,278,800	10
11	Brazos de Santiago, Tex	7	34	105	95	20	1							11
12	Brunswick, Ga	109	307											12
13	Buffalo Creek, N. Y											31,000	28,350	13
14	Cape Vincent, N. Y													14
15	Castine, Me													15
16	Champlain, N. Y													16
17	Charleston, S. C	5	17											17
18	Chicago, Ill	1,000	2,857	2,016	616							728,634	565,406	18
19	Corpus Christi, Tex	1,070	3,419	455	229	340	30							19
20	Cuyahoga, Ohio	564	1,313											20
21	Delaware, Del													21
22	Detroit, Mich	11,420	24,010	43,070	12,990	5,520,230	113,122					203,796	173,357	22
23	Duluth, Minn									4	17	3,241,361	2,627,723	23
24	Fairfield, Conn													24
25	Fernandina, Fla													25
26	Galveston, Tex			5,200	2,585									26
27	Genesee, N. Y													27
28	Georgetown, S. C													28
29	Gloucester, Mass													29
30	Humboldt, Cal													30

31	Huron, Mich	12,190	36,865	31,100	9,300	54,000	1,504					205,700	153,460	31
32	Key West, Fla	23	81	17,198	6,672									32
33	Machias, Me													33
34	Miami, Ohio											109,551	90,200	34
35	Michigan, Mich													35
36	Minnesota, Minn	529	1,355			4,131	114			36	121	40	23	36
37	Mobile, Ala													37
38	Newark, N. J													38
39	New Bedford, Mass			360	165							5,097	4,350	39
40	Newburyport, Mass													40
41	New Haven, Conn	7,750	22,432	150	62					150	435			41
42	New London, Conn	2	10											42
43	New Orleans, La	28	81	2,186	975	50	2					4,345,553	3,930,711	43
44	New York, N. Y	118,711	336,929	216,131	89,515	2,180,688	67,529	336,302	203,535	3,009	10,722	40,563,930	37,145,988	44
45	Niagara, N. Y													45
46	Norfolk and Portsmouth, Va											111,355	107,064	46
47	Oregon, Oreg											573,673	427,998	47
48	Oswegatchie, N. Y	625	2,014											48
49	Oswego, N. Y													49
50	Pamlico, N. C													50
51	Passamaquoddy, Me													51
52	Pearl River, Miss													52
53	Pensacola, Fla													53
54	Perth Amboy, N. J													54
55	Philadelphia, Pa	4,029	10,760	6,756	2,775	996,450	26,941	17,752	10,720			9,804,790	8,952,215	55
56	Portland and Falmouth, Me	193	387	99	47	1,650	40							56
57	Providence, R. I													57
58	Puget Sound, Wash	1	5	14,381	5,127	3,800	130					9,263	6,418	58
59	Richmond, Va											10	10	59
60	Saint Augustine, Fla													60
61	Saint John's, Fla			40	15									61
62	Saint Mark's, Fla													62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex	103	315	7,117	3,292	2,000	78							65
66	San Diego, Cal	27	112			1,248	58	2	5	1	3	30	30	66
67	Sandusky, Ohio											104,200	84,468	67
68	San Francisco, Cal			88,988	42,932	92,645	2,988					19,374,520	17,067,849	68
69	Savannah, Ga	28	85											69
70	Superior, Mich	10	17									44,000	31,000	70
71	Vermont, Vt													71
72	Waldoborough, Me	10	50											72
73	Willamette, Oreg											4,707,244	3,601,707	73
74	Wilmington, Cal											192,539	151,711	74
75	Wilmington, N. C													75
76	Wiscasset, Me													76
77	Yorktown, Va											2,211,985	1,835,473	77
	Total	265,333	705,343	440,283	179,634	16,818,330	456,023	357,256	216,190	3,341	11,781	101,971,949	90,716,481	

No. 9.—EXPORTS of DOMESTIC MERCHANDISE by CUSTOMS DISTRICTS—Year ending June 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BREADSTUFFS. Wheat-flour.		BREADSTUFFS. All other breadstuffs, and preparations of, used as food.	BRICKS. Building.		BRICKS. Fire.	Broom-corn.	Brooms and brushes.	Candles.		Carriages and horse-cars, and parts of.	Cars, passenger and freight, for steam railroads.		Casings for sausages.	
		Barrels.	*Dollars.*	*Dollars.*	*M.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*No.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska	296	1,213													1
2	Alexandria, Va															2
3	Apalachicola, Fla															3
4	Baltimore, Md	2,618,507	12,925,996	4,400					496	1,060	91	1,671			30,128	4
5	Bangor, Me	75	255		75	563										5
6	Barnstable, Mass															6
7	Bath, Me															7
8	Beaufort, S. C															8
9	Belfast, Me	10	46	45					45							9
10	Boston and Charlestown, Mass	2,264,855	11,499,256	11,219	257	2,110	2,362	3,680	6,709	33,211	3,363	66,544	44	16,383	20,823	10
11	Brazos de Santiago, Tex	12,233	84,914	6,258			7		213	57,463	6,090	2,698				11
12	Brunswick, Ga	95	391	101	4	36						180				12
13	Buffalo Creek, N. Y											4,000				13
14	Cape Vincent, N. Y	1	3				546		24	60	9	410			10	14
15	Castine, Me				21	136										15
16	Champlain, N. Y			25			2,326									16
17	Charleston, S. C	43	221	10												17
18	Chicago, Ill	1,490	5,135													18
19	Corpus Christi, Tex	4,323	25,342	3,766			20		1,105	54,960	6,485	5,063	24	6,000		19
20	Cuyahoga, Ohio				1	10	540			2,000	145					20
21	Delaware, Del	330	1,419										221	177,871		21
22	Detroit, Mich	145,242	497,032	1,860	261	1,524	1,201	19,818	3,396			27,631	13	112,000		22
23	Duluth, Minn	148,702	613,409	1												23
24	Fairfield, Conn				150	900			6							24
25	Fernandina, Fla															25
26	Galveston, Tex	3,909	22,986	14								76				26
27	Genessee, N. Y								53			420				27
28	Georgetown, S. C															28
29	Gloucester, Mass	796	3,232													29
30	Humboldt, Cal															30

31	Huron, Mich	49,250	208,312	6,565			30,850	86,645	11,225						4,140	31
32	Key West, Fla	84,965	345,459	9,769	2	30			1			100				32
33	Machias, Me															33
34	Miami, Ohio															34
35	Michigan, Mich	32,535	124,460		20	90										35
36	Minnesota, Minn	714	2,905	2,824			120	2,811	454	30,494	2,364	6,153			4,234	36
37	Mobile, Ala	668	3,118													37
38	Newark, N. J															38
39	New Bedford, Mass	945	4,693	18					18	151	43	40				39
40	Newburyport, Mass															40
41	New Haven, Conn	4,815	21,717				54			600	54	728				41
42	New London, Conn	40	200													42
43	New Orleans, La	54,125	242,502	3,266	77	820	12		652	16,702	1,777	1,651				43
44	New York, N. Y	3,976,051	16,570,680	425,045	851	8,477	7,733	26,722	115,767	1,183,229	121,403	1,131,841	576	238,346	465,594	44
45	Niagara, N. Y											639				45
46	Norfolk and Portsmouth, Va	8,310	45,040													46
47	Oregon, Oreg	17,347	61,934													47
48	Oswegatchie, N. Y	109	517	1,749			50			6,270	627	3,081				48
49	Oswego, N. Y	1	4				403					137				49
50	Pamlico, N. C	46	184													50
51	Passamaquoddy, Me	403	1,916	1,944			200		353			1,005				51
52	Pearl River, Miss															52
53	Pensacola, Fla															53
54	Perth Amboy, N. J				390	2,500										54
55	Philadelphia, Pa	422,064	1,810,444	1,113	10	89	79		885	860	82	73,127	86	9,850	3,830	55
56	Portland and Falmouth, Me	46,377	183,233	214					82	40	5	720				56
57	Providence, R. I															57
58	Puget Sound, Wash	31,863	118,632	37,550				200	1,047	12,456	1,107	470			15	58
59	Richmond, Va	156,151	751,956	118	4	38			17							59
60	Saint Augustine, Fla	49	200													60
61	Saint John's, Fla	194	954	1,056					11	6	1					61
62	Saint Mark's, Fla															62
63	Saint Mary's, Ga															63
64	Salem and Beverly, Mass															64
65	Saluria, Tex	1,090	7,868	708	69	424	13		311	8,300	1,014	2,367	128	61,420		65
66	San Diego, Cal	246	1,257	162	18	150			59	1,561	205	1,393				66
67	Sandusky, Ohio	2	10	117								57				67
68	San Francisco, Cal	942,406	3,871,956	148,183	3,494	27,345	798	29,255	12,515	449,947	42,212	54,217	7	27,413	9,462	68
69	Savannah, Ga	70	320	39												69
70	Superior, Mich							1,403				70	5	345		70
71	Vermont, Vt			2,637			113		17,383			67,537				71
72	Waldoborough, Me															72
73	Willamette, Oreg	410,547	1,494,313	1,449					56							73
74	Wilmington, Cal															74
75	Wilmington, N. C	65	249	63	30	315										75
76	Wiscasset, Me															76
77	Yorktown, Va	76,094	394,199	150								75	2	3,670		77
	Total	11,518,449	51,950,082	672,438	5,734	45,557	47,427	170,534	172,883	1,859,370	187,077	1,454,101	1,106	653,298	538,236	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	CHEMICALS, DRUGS, DYES, AND MEDICINES.									CLOCKS AND WATCHES.		COAL.		
		Acids.	Ashes, pot and pearl.		Dyes and dyestuffs.	Ginseng.		Medicines, patent or proprietary.	Roots, herbs, and barks, not elsewhere specified.	All other.	Clocks, and parts of.	Watches, and parts of.	Anthracite.		
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	
1	Alaska, Alaska														1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	1,599			9,407			14,852	1,321	11,097	124	4			4
5	Bangor, Me												5	30	5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me														9
10	Boston and Charlestown, Mass	31,078	5,697	255	170,742			114,546		40,161	5,492		1,294	6,734	10
11	Brazos de Santiago, Tex	97			459			3,570	164	2,856	665				11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y									6,342			11,947	49,476	13
14	Cape Vincent, N. Y									8,665	287		50	100	14
15	Castine, Me														15
16	Champlain, N. Y				11,320				3,900	72,093			150,469	619,123	16
17	Charleston, S. C														17
18	Chicago, Ill														18
19	Corpus Christi, Tex				380			1,161		22,939	1,442	92	7	77	19
20	Cuyahoga, Ohio	110								25					20
21	Delaware, Del														21
22	Detroit, Mich	493			5,153					21,274	193	1,203			22
23	Duluth, Minn	94								165					23
24	Fairfield, Conn	3,356								130			25	125	24
25	Fernandina, Fla														25
26	Galveston, Tex								18	350					26
27	Genesee, N. Y									323		67	77,672	310,688	27
28	Georgetown, S. C														28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich							890		12,588			131	851	31
32	Key West, Fla							1					100	630	32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn							2,317		34,267	1,955	1,778	32	228	36
37	Mobile, Ala														37
38	Newark, N. J												9,527	35,476	38
39	New Bedford, Mass							196			129				39
40	Newburyport, Mass														40
41	New Haven, Conn														41
42	New London, Conn							75							42
43	New Orleans, La	25						206	130	9,809	34				43
44	New York, N. Y	39,685	563,718	27,741	543,398	3,416	11,390	1,293,177	135,430	1,462,460	1,048,457	270,350	58,779	220,065	44
45	Niagara, N. Y														45
46	Norfolk and Portsmouth, Va														46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	190			8,855					72,134	6,788	50	34,013	134,253	48
49	Oswego, N. Y									132	5		313,646	1,363,759	49
50	Pamlico, N. C														50
51	Passamaquoddy, Me	67			3,264			6,970	393	649	238		739	2,389	51
52	Pearl River, Miss							2,527					25	125	52
53	Pensacola, Fla														53
54	Perth Amboy, N. J												6,027	23,301	54
55	Philadelphia, Pa	150			33,635			2,422	1,721	12,184	140	246	13,967	47,197	55
56	Portland and Falmouth, Me		120	10				1,112		14	18	51	42	242	56
57	Providence, R. I												36	168	57
58	Puget Sound, Wash							302	2,036	7,239	728				58
59	Richmond, Va														59
60	Saint Augustine, Fla														60
61	Saint John's, Fla									6			7	48	61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass												36	173	64
65	Saluria, Tex	6						342		3,253	27				65
66	San Diego, Cal	30	57	4	10			69		385	10				66
67	Sandusky, Ohio														67
68	San Francisco, Cal	14,507	320,000	7,040		327,415	678,345			313,835	36,565	14,699			68
69	Savannah, Ga														69
70	Superior, Mich									1,194			43	243	70
71	Vermont, Vt							2,075		28,554	810		1,519	7,332	71
72	Waldoborough, Me														72
73	Willamette, Oreg	140						257		142					73
74	Wilmington, Cal														74
75	Wilmington, N. C														75
76	Wiscasset, Me														76
77	Yorktown, Va														77
	Total	91,627	889,592	35,050	786,623	330,831	689,735	1,447,067	145,113	2,145,265	1,104,107	288,540	680,138	2,822,833	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	COAL.		Coffee and cocoa, ground or prepared, and chocolate.	COPPER, AND MANUFACTURES OF.							COTTON, AND MANUFACTURES OF.			
		Bituminous.			Ore.		Ingots, bars, and old.		Sheets.		All other manufactures of.	Unmanufactured. Sea-island.			
		Tons.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Bales.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska			42											1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	55,562	133,927	1,876			1,120,000	103,600			5,220	4,854	1,797,773	536,705	4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me														9
10	Boston and Charlestown, Mass	1,047	4,770	4,233	98	6,338	362	65	686	130	1,623	11	4,267	1,067	10
11	Brazos de Santiago, Tex														11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y	6,970	12,517								250				13
14	Cape Vincent, N. Y														14
15	Castine, Me														15
16	Champlain, N. Y														16
17	Charleston, S. C											853	305,081	68,872	17
18	Chicago, Ill														18
19	Corpus Christi, Tex	4,735	24,068								120				19
20	Cuyahoga, Ohio	125,741	269,879	52											20
21	Delaware, Del														21
22	Detroit, Mich	118,407	344,919	1,847	97	19,640			108,910	21,782	20,193				22
23	Duluth, Minn														23
24	Fairfield, Conn								314	53	1,760				24
25	Fernandina, Fla														25
26	Galveston, Tex														26
27	Genesee, N. Y	56,201	168,603								18				27
28	Georgetown, S. C														28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich	23,919	79,040	3,480											31
32	Key West, Fla	141	1,408												32
33	Machias, Me														33
34	Miami, Ohio	41,633	69,008												34
35	Michigan, Mich														35
36	Minnesota, Minn	152	857	2,158					33	12	166				36
37	Mobile, Ala			76											37
38	Newark, N. J														38
39	New Bedford, Mass			15											39
40	Newburyport, Mass														40
41	New Haven, Conn														41
42	New London, Conn	40	200												42
43	New Orleans, La	3,141	24,580	260		55					875				43
44	New York, N. Y	2,444	10,284	27,520	15,076	1,659,342	18,460,138	1,814,102	41,813	7,635	37,452	14,535	5,256,620	1,065,796	44
45	Niagara, N. Y														45
46	Norfolk and Portsmouth, Va	40,836	115,147												46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y			265							784				48
49	Oswego, N. Y										105				49
50	Pamlico, N. C														50
51	Passamaquoddy, Me										327				51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J	6,658	26,964												54
55	Philadelphia, Pa	73,178	210,657	107	53	6,549	233	44			647				55
56	Portland and Falmouth, Me	84	388						2,000	270	40				56
57	Providence, R. I														57
58	Puget Sound, Wash			615					80	18	1,143				58
59	Richmond, Va	1,441	3,414												59
60	Saint Augustine, Fla														60
61	Saint John's, Fla			1											61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	1,234	5,417				190	17	822	122	183				65
66	San Diego, Cal			573							12				66
67	Sandusky, Ohio	49,736	96,580												67
68	San Francisco, Cal	1,539	12,225	33,813	40	2,000					13,644				68
69	Savannah, Ga											1,744	657,756	125,832	69
70	Superior, Mich	8	28												70
71	Vermont, Vt	515	2,482	479							1,061				71
72	Waldoborough, Me														72
73	Willamette, Oreg														73
74	Wilmington, Cal														74
75	Wilmington, N. C														75
76	Wiscasset, Me														76
77	Yorktown, Va	28,201	86,130						85	50					77
	Total	643,563	1,703,492	77,412	15,364	1,693,924	19,580,923	1,917,828	154,743	30,072	85,623	21,997	8,021,497	1,798,272	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	COTTON, AND MANUFACTURES OF.									EARTHEN, STONE, AND CHINA WARE.		Eggs.		
		Unmanufactured.			Manufactures of.										
		Other.			Cloths.				Wearing apparel.	All other.	Earthen and stone ware.	China-ware.			
					Colored.		Uncolored.								
		Bales.	*Pounds.*	*Dollars.*	*Yards.*	*Dollars.*	*Yards.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dozens.*	*Dollars.*	
1	Alaska, Alaska														1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	138,992	66,672,078	6,634,977	60,472	4,101	9,314	636	1,959	2,074	679	545			4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me														9
10	Boston and Charlestown, Mass	162,663	80,982,969	8,622,002	253,438	22,193	13,411,341	815,195	32,414	325,446	4,931		700	141	10
11	Brazos de Santiago, Tex				2,445,800	131,007	582,964	39,617	10,243	23,103	407	80			11
12	Brunswick, Ga	7,870	3,736,000	318,198											12
13	Buffalo Creek, N. Y									1,436					13
14	Cape Vincent, N. Y									11,821	9[illegible]0				14
15	Castine, Me														15
16	Champlain, N. Y	1,127	520,700	41,646					19,000	60,351	2,400	8,590			16
17	Charleston, S. C	278,429	130,366,691	13,423,111											17
18	Chicago, Ill														18
19	Corpus Christi, Tex	1,155	608,000	59,920	767,533	48,520	204,931	11,628	15,909	7,589	231	6			19
20	Cuyahoga, Ohio									140	139				20
21	Delaware, Del														21
22	Detroit, Mich	15,491	7,726,000	774,750					1,217	11,194	14,513		120,074	13,644	22
23	Duluth, Minn								210	110			3,130	546	23
24	Fairfield, Conn									543					24
25	Fernandina, Fla														25
26	Galveston, Tex	391,069	200,834,152	18,164,546						4,030					26
27	Genesee, N. Y									817	195				27
28	Georgetown, S. C														28
29	Gloucester, Mass								185						29
30	Humboldt, Cal														30

31	Huron, Mich	26,749	13,091,542	1,337,661						3,678	86,000		86,853	10,981	31
32	Key West, Fla								15	7					32
33	Machias, Me												400	48	33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn				135,019	13,491			2,362	8,122	2,367	86	16,182	2,950	36
37	Mobile, Ala	46,810	23,177,918	2,111,643			11,084	925							37
38	Newark, N. J														38
39	New Bedford, Mass				7,000	465	239,497	16,127	5			4			39
40	Newburyport, Mass														40
41	New Haven, Conn														41
42	New London, Conn														42
43	New Orleans, La	1,463,104	706,868,222	66,397,028	321,155	20,287	138,313	8,097	1,338	522	2,790		945	151	43
44	New York, N. Y	839,577	399,503,613	37,461,377	61,483,175	3,601,150	109,263,832	7,385,758	237,700	185,125	80,929	7,326	43,109	9,864	44
45	Niagara, N. Y									1,485					45
46	Norfolk and Portsmouth, Va	331,998	158,649,576	14,505,161											46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	210	62,271	6,290						177,200	2,118	692	4,655	502	48
49	Oswego, N. Y								119	37					49
50	Pamlico, N. C														50
51	Passamaquoddy, Me	2,511	1,215,500	122,165			30,262	1,715	4,343	14,699	2,938				51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	63,924	30,257,322	2,931,741	200	32	6,267	437	232	26,524	432	29			55
56	Portland and Falmouth, Me				61,919	3,986	39,753	6,460		1,617	150				56
57	Providence, R. I														57
58	Puget Sound, Wash				66,827	4,731			1,131	12,735	891	763	78,794	17,831	58
59	Richmond, Va	25,235	11,434,391	1,097,250											59
60	Saint Augustine, Fla														60
61	Saint John's, Fla						4,575	264		8					61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex				74,240	3,958	12,563	927	611	3,482	78		235	20	65
66	San Diego, Cal				5,649	461	14,178	1,210	461	176	112	946	2,188	573	66
67	Sandusky, Ohio								11						67
68	San Francisco, Cal				2,110,586	149,390	12,110,200	930,990	112,187	279,492	23,248		15,360	3,379	68
69	Savannah, Ga	485,999	231,942,007	21,466,081											69
70	Superior, Mich								1,105	870	68				70
71	Vermont, Vt						730,000	36,500		61,063	20,361				71
72	Waldoborough, Me														72
73	Willamette, Oreg											20	147	56	73
74	Wilmington, Cal														74
75	Wilmington, N. C	109,691	51,300,204	4,750,278											75
76	Wiscasset, Me														76
77	Yorktown, Va	84,978	42,486,677	4,197,960						801					77
	Total	4,477,582	2,161,435,833	204,423,785	67,793,613	4,003,772	136,809,074	9,256,486	442,757	1,226,327	246,897	19,087	372,772	60,686	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FANCY ARTICLES.			Fertilizers.		FISH.									
		Perfumery and cosmetics.	Toys.	All other.			Codfish, dried, smoked, and cured, including haddock, hake, and pollock.		Mackerel, pickled.		Salmon. Canned.		Salmon. Other.	Fish, fresh, not elsewhere specified.		
		Dollars.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Barrels.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska															1
2	Alexandria, Va															2
3	Apalachicola, Fla															3
4	Baltimore, Md	51	14	99	3	89	16,630	463	167	1,320	3,407	477	249			4
5	Bangor, Me															5
6	Barnstable, Mass						7,200	150								6
7	Bath, Me															7
8	Beaufort, S. C				206,232	1,217,172										8
9	Belfast, Me						7,221	147	121	638			46			9
10	Boston and Charlestown, Mass	7,669	1,697	3,240	376	11,701	2,689,339	68,108	725	4,527	5,808	761	456	22,147	1,325	10
11	Brazos de Santiago, Tex	650	1,730	634			1,719	258			1,028	109				11
12	Brunswick, Ga															12
13	Buffalo Creek, N. Y															13
14	Cape Vincent, N. Y	300		6,857												14
15	Castine, Me															15
16	Champlain, N. Y		2,050	28,700												16
17	Charleston, S. C				7,580	43,615										17
18	Chicago, Ill															18
19	Corpus Christi, Tex	18	1,430	418	4	300	2,480	218			3,008	378	32			19
20	Cuyahoga, Ohio				1	4										20
21	Delaware, Del															21
22	Detroit, Mich				202	4,042					16,250	1,625		2,550	154	22
23	Duluth, Minn															23
24	Fairfield, Conn															24
25	Fernandina, Fla															25
26	Galveston, Tex				93	4,854					8,288	737				26
27	Genesee, N. Y															27
28	Georgetown, S. C															28
29	Gloucester, Mass															29
30	Humboldt, Cal															30

31	Huron, Mich			868												31
32	Key West, Fla													8,600	500	32
33	Machias, Me															33
34	Miami, Ohio															34
35	Michigan, Mich															35
36	Minnesota, Minn	26	887	3,549			6,95[illegible]	425	5	44			57			36
37	Mobile, Ala			115	684	12,259										37
38	Newark, N. J															38
39	New Bedford, Mass						44,379	1,111								39
40	Newburyport, Mass															40
41	New Haven, Conn						24,146	733	10	90			20			41
42	New London, Conn															42
43	New Orleans, La	378		716			47,578	2,665	48	575	27,564	3,394	21			43
44	New York, N. Y	294,813	61,901	360,798	2,362	55,109	13,387,521	479,389	14,100	95,535	780,021	96,852	13,313	7,214	931	44
45	Niagara, N. Y															45
46	Norfolk and Portsmouth, Va															46
47	Oregon, Oreg										7,760,928	803,817	4			47
48	Oswegatchie, N. Y			27,739										1,950	75	48
49	Oswego, N. Y															49
50	Pamlico, N. C															50
51	Passamaquoddy, Me	75	165	960	22	224										51
52	Pearl River, Miss															52
53	Pensacola, Fla															53
54	Perth Amboy, N. J															54
55	Philadelphia, Pa	1,096		2,118	9	120	6,430	269	114	761	384	54				55
56	Portland and Falmouth, Me			107	12	512	173,450	4,930	277	2,380			79			56
57	Providence, R. I															57
58	Puget Sound, Wash						370	27	1	12	127,342	12,884	2,545			58
59	Richmond, Va															59
60	Saint Augustine, Fla															60
61	Saint John's Fla			10							210	34				61
62	Saint Mark's Fla															62
63	Saint Mary's Ga															63
64	Salem and Beverly, Mass															64
65	Saluria, Tex	28		8									416			65
66	San Diego, Cal			1			585	58	2	25	340	39				66
67	Sandusky, Ohio															67
68	San Francisco, Cal	3,293	166	79,539	1,412	36,527	527,745	28,131			7,494,585	798,524	60,956			68
69	Savannah, Ga				1,800	11,000										69
70	Superior, Mich															70
71	Vermont, Vt	13,662	36	362										420,920	11,766	71
72	Waldoborough, Me								190	1,060						72
73	Willamette, Oreg			12									14			73
74	Wilmington, Cal															74
75	Wilmington, N. C					6										75
76	Wiscasset, Me															76
77	Yorktown, Va															77
	Total	322,059	70,076	516,850	220,792	1,397,534	16,943,748	587,082	15,760	106,967	16,229,163	1,719,685	78,208	463,581	14,751	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FISH.						FLAX, HEMP, AND JUTE, MANUFACTURES OF.					FRUITS.		
		Fish, dried, smoked, and cured, not elsewhere specified.		Fish, pickled, not elsewhere specified.		Shell-fish. Oysters.	Shell-fish. Other.	Bags.	Cordage.		Twine.	All other.	Apples, dried.		
		Pounds.	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska	38	4			35									1
2	Alexandria, Va														2
3	Apalachicola, Fla.														3
4	Baltimore, Md	4,574	138	62	127	57,241	317	63,344	3,567	443	150	94	2,466,058	105,536	4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me	21,296	263	24	71	20							416	32	9
10	Boston and Charlestown, Mass	223,159	4,785	2,073	10,829	6,017	21,115	44,511	659,855	59,987	14,050	3,910	32,246	2,761	10
11	Brazos de Santiago, Tex	2,668	255					2,770	11,631	1,003	38	575	372	42	11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y					28,075						1,516			13
14	Cape Vincent, N. Y					9,152			1,651	206	189	1,316			14
15	Castine, Me			90	450							950			15
16	Champlain, N. Y					20,850						8,837			16
17	Charleston, S. C														17
18	Chicago, Ill														18
19	Corpus Christi, Tex	17,540	1,898			69	7	12,575	40,469	2,293	23	26	865	71	19
20	Cuyahoga, Ohio											150			20
21	Delaware, Del											50			21
22	Detroit, Mich	2,762	221			2,035		1,098			2,768	3,097			22
23	Duluth, Minn			2	16	243									23
24	Fairfield, Conn							2,800							24
25	Fernandina, Fla														25
26	Galveston, Tex					1,660	484	645							26
27	Genesee, N. Y											40			27
28	Georgetown, S. C														28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich											955	413,100	12,393	31
32	Key West, Fla	219,473	11,414			13	1,750					80			32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn	15,170	822			7,755		329			4,347	3,023			36
37	Mobile, Ala											52			37
38	Newark, N. J														38
39	New Bedford, Mass	280	14						6,887	749	25				39
40	Newburyport, Mass														40
41	New Haven, Conn	550	18	84	389						26	24			41
42	New London, Conn								3,500	420					42
43	New Orleans, La	5,933	922			1,942	2,443	24,772	13,997	1,627	6	4,709			43
44	New York, N. Y	2,977,244	173,737	17,301	93,524	562,794	96,745	197,016	6,468,422	588,150	142,770	83,875	5,132,202	286,252	44
45	Niagara, N. Y														45
46	Norfolk and Portsmouth, Va							704							46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y					16,617						755			48
49	Oswego, N. Y					100			16,600	747	200	118			49
50	Pamlico, N. C														50
51	Passamaquoddy, Me					570			10,594	1,009	80				51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	2,737	123	71	268	259	15	2,282	34,859	4,228	21	745	23,314	1,398	55
56	Portland and Falmouth, Me	74,935	1,457	447	2 345		8,316	149	18,213	1,070	200				56
57	Providence, R. I														57
58	Puget Sound, Wash	300	21	81	883	2,934	103	498	2,090	299	1,843	89	45,784	3,758	58
59	Richmond, Va														59
60	Saint Augustine, Fla														60
61	Saint John's, Fla					2									61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	2,238	274			6		1,694	11,621	1,343	18	734			65
66	San Diego, Cal	107	13			64	6	31	3,159	441	17	90	864	83	66
67	Sandusky, Ohio										1,691				67
68	San Francisco, Cal	1,219,662	61,461			13,873	218,789	21,707	272,221	32,409		29,275	13,310	828	68
69	Savannah, Ga								1,300	150					69
70	Superior, Mich								100	12	11		40	2	70
71	Vermont, Vt	188,100	7,284	75	750	1,372			46,000	2,525		1,065			71
72	Waldoborough, Me														72
73	Willamette, Oreg	60	6								12		1,825	207	73
74	Wilmington, Cal														74
75	Wilmington, N. C								447	50					75
76	Wiscasset, Me														76
77	Yorktown, Va					275	180	11,397							77
	Total	4,978,826	265,130	20,310	109,652	733,973	350,270	388,322	7,627,183	699,161	168,485	146,150	8,130,396	413,363	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FRUITS.					Furs, and fur-skins.	GLASS AND GLASS-WARE.		Glucose, or grape sugar.		Glue.		Grease, grease-scraps, and all soap-stock.	
		Apples, green or ripe.		Fruits, preserved. Canned.	Fruits, preserved. Other.	All other, green, ripe, or dried.		Window-glass.	All other.						
		Barrels.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska			26		22	3,978								1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	174	385	15,056	20	87	8,298	7	11,432	776,734	23,303			64,509	4
5	Bangor, Me	4	5												5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me	10	28												9
10	Boston and Charlestown, Mass	306,358	645,691	3,542	354	13,436	177,226	250	28,865	151,717	4,659	25,306	2,788	35,455	10
11	Brazos de Santiago, Tex	181	858	546	85	1,431		3	2,576			500	47	1,314	11
12	Brunswick, Ga														12
13	Buffalo Creek, N Y			1,777	4,295	588			92,595						13
14	Cape Vincent, N. Y			138		1,605	387		1,497			750	150	10	14
15	Castine, Me														15
16	Champlain, N. Y	3,686	6,540	8,950	2,500	14,348	300		10,500			430	60	722	16
17	Charleston, S. C	5	20												17
18	Chicago, Ill														18
19	Corpus Christi, Tex	7	40	724	134	1,204		102	10,820					2,808	19
20	Cuyahoga, Ohio					14			25					115	20
21	Delaware, Del														21
22	Detroit, Mich	4,667	7,279	1,253		25,044	719		70,950			35,196	5,451	2,547	22
23	Duluth, Minn	34	65		44	742									23
24	Fairfield, Conn													78	24
25	Fernandina, Fla														25
26	Galveston, Tex			215		50								1,609	26
27	Genesee, N. Y					7,289			261					17	27
28	Georgetown, S. C														28
29	Gloucester, Mass	260	323												29
30	Humboldt, Cal														30

31	Huron, Mich			22,083		38,657	375		70,977	3,000	98	55,616	9,067	100,718	31
32	Key West, Fla	71	142		127	265			126					2,971	32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich							9							35
36	Minnesota, Minn	4,692	9,238	6,956	1,464	51,325	4,223		5,935	7,095	229	8,768	771	2,509	36
37	Mobile, Ala														37
38	Newark, N. J														38
39	New Bedford, Mass			3					242						39
40	Newburyport, Mass														40
41	New Haven, Conn					30								125	41
42	New London, Conn														42
43	New Orleans, La	315	830	3,750	125	1,052	150	266	659			42	11	34,994	43
44	New York, N. Y	169,108	449,558	92,598	17,644	90,984	4,566,701	10,664	417,981	3,410,706	87,441	135,699	19,636	587,519	44
45	Niagara, N. Y					26,438			177						45
46	Norfolk and Portsmouth, Va														46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	364	586			14,011	3,872		37,685			4,358	685	40	48
49	Oswego, N. Y					3,420		23	222						49
50	Pamlico, N. C														50
51	Passamaquoddy, Me	720	1,750	1,758		31,879			3,995					813	51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	553	1,849	2,840	1,236	275	15,298		2,412	127,679	2,890	8,573	1,083	3,982	55
56	Portland and Falmouth, Me	87,842	221,213	270	168	71			219						56
57	Providence, R. I														57
58	Puget Sound, Wash	1,815	2,906	1,167	230	6,598	21,754	125	10,273					1,094	58
59	Richmond, Va														59
60	Saint Augustine, Fla														60
61	Saint John's, Fla				7	19			18						61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	120	589	789	248	1,045		261	739			95	17	308	65
66	San Diego, Cal	2	6	266	3	1,721		75	385			29	7	23	66
67	Sandusky, Ohio			23					38						67
68	San Francisco, Cal	6,778	26,118	341,783	671	571	1,586		56,738					5,631	68
69	Savannah, Ga														69
70	Superior, Mich	2	3	152		29			29					6	70
71	Vermont, Vt	3,817	6,251			2,865	40	4,170	29,120						71
72	Waldoborough, Me	15	38												72
73	Willamette, Oreg	265	552	81	134	130	2,370		58						73
74	Wilmington, Cal														74
75	Wilmington, N. C	1	4			202									75
76	Wiscasset, Me														76
77	Yorktown, Va	2	5	48											77
	Total	591,868	1,382,872	506,794	29,489	337,447	4,807,277	15,955	867,549	4,476,931	118,620	275,362	39,773	849,908	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	GUNPOWDER AND OTHER EXPLOSIVES.			Hair, and manufactures of.	Hay.		Hides and skins, other than furs.	Honey.	Hops.		Ice.		
		Gunpowder.		All other.										
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	
1	Alaska, Alaska							5						1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Baltimore, Md	120	32	7	189,777	79	1,308	2,120						4
5	Bangor, Me					39	392					2,613	3,643	5
6	Barnstable, Mass											250	350	6
7	Bath, Me											787	925	7
8	Beaufort, S. C													8
9	Belfast, Me					31	441					3,655	4,419	9
10	Boston and Charlestown, Mass	5,700	925	4,153	5,418	293	5,066	101,249		15,708	3,465	28,249	70,949	10
11	Brazos de Santiago, Tex	1,675	518	4,251						460	165	1	40	11
12	Brunswick, Ga													12
13	Buffalo Creek, N. Y							680						13
14	Cape Vincent, N. Y			355	15									14
15	Castine, Me					25	387							15
16	Champlain, N. Y			1,250	950			300						16
17	Charleston, S. C													17
18	Chicago, Ill					20	220							18
19	Corpus Christi, Tex	625	250	11,253		6	80	310		2,062	561	7	128	19
20	Cuyahoga, Ohio	15,993	2,956	231	34									20
21	Delaware, Del													21
22	Detroit, Mich	8,760	1,053		9,317	2	20	60,478		13,350	1,335			22
23	Duluth, Minn													23
24	Fairfield, Conn													24
25	Fernandina, Fla					1	20							25
26	Galveston, Tex							3,870						26
27	Genesee, N. Y								4					27
28	Georgetown, S. C													28
29	Gloucester, Mass													29
30	Humboldt, Cal													30

31	Huron, Mich	15,000	1,200		850			155,945		56,000	8,400			31
32	Key West, Fla					28	647							32
33	Machias, Me													33
34	Miami, Ohio													34
35	Michigan, Mich													35
36	Minnesota, Minn	51,198	10,699	5,889	2,375	40	220		95	10,559	3,034			36
37	Mobile, Ala													37
38	Newark, N. J													38
39	New Bedford, Mass	14	3	50										39
40	Newburyport, Mass													40
41	New Haven, Conn					2	81							41
42	New London, Conn	300	120											42
43	New Orleans, La			14,684	12	116	2,386	21,653	1,505	32	8	62	1,076	43
44	New York, N. Y	360,096	48,321	307,476	109,554	7,156	126,019	284,498	33,830	71,049	17,597	1,503	4,114	44
45	Niagara, N. Y				57									45
46	Norfolk and Portsmouth, Va													46
47	Oregon, Oreg													47
48	Oswegatchie, N. Y			8,648	288			6,340						48
49	Oswego, N. Y													49
50	Pamlico, N. C													50
51	Passamaquoddy, Me				139			8,324				20	50	51
52	Pearl River, Miss													52
53	Pensacola, Fla													53
54	Perth Amboy, N. J													54
55	Philadelphia, Pa	25	7	3,036	16,344	5	63	554		8,793	2,025	3	27	55
56	Portland and Falmouth, Me			17	12	4	63					1,149	1,951	56
57	Providence, R. I													57
58	Puget Sound, Wash	873	161	375	65	93	879	180	13	790	200	8	153	58
59	Richmond, Va					1	19							59
60	Saint Augustine, Fla													60
61	Saint John's, Fla	75	13			1	16							61
62	Saint Mark's, Fla													62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex	6,920	606	6,621	12	40	479	6	2	50	12	13	450	65
66	San Diego, Cal	803	283	84	23	28	618		89	10	3	2	34	66
67	Sandusky, Ohio													67
68	San Francisco, Cal	6,300	1,034	122,524	246	5,849	78,261	6,415	30,697	74,258	15,925			68
69	Savannah, Ga													69
70	Superior, Mich											10	25	70
71	Vermont, Vt				60	2	21	108,660		7,600	2,240			71
72	Waldoborough, Me											1,878	3,098	72
73	Willamette, Oreg													73
74	Wilmington, Cal								919					74
75	Wilmington, N. C													75
76	Wiscasset, Me											1,766	1,828	76
77	Yorktown, Va					12	300	4,068				2	10	77
	Total	474,477	68,181	490,904	335,548	13,873	218,006	765,655	67,154	260,721	54,970	41,978	93,270	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	INDIA-RUBBER AND GUTTA-PERCHA, MANUFACTURES OF.			Ink, printers' and other.	Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric.	IRON AND STEEL, AND MANUFACTURES OF.										
		Boots and shoes.		All other.			Iron ore.		Pig iron.		Band, hoop, and scroll iron.		Bar iron.		Car-wheels.		
		Pairs.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*No.*	*Dollars.*	
1	Alaska, Alaska	32	87														1
2	Alexandria, Va																2
3	Apalachicola, Fla																3
4	Baltimore, Md			892	2	351					350	14			288	1,613	4
5	Bangor, Me																5
6	Barnstable, Mass																6
7	Bath, Me																7
8	Beaufort, S. C																8
9	Belfast, Me																9
10	Boston and Charlestown, Mass	28,670	19,831	79,319	10,186	26,338			50	1,700			48,236	1,138	188	1,490	10
11	Brazos de Santiago, Tex			257	116	132							2,700	81			11
12	Brunswick, Ga																12
13	Buffalo Creek, N. Y				85												13
14	Cape Vincent, N. Y			1,186	713	255							5,736	172			14
15	Castine, Me																15
16	Champlain, N. Y			6,800													16
17	Charleston, S. C																17
18	Chicago, Ill																18
19	Corpus Christi, Tex			715	199	477							77,218	2,641	82	930	19
20	Cuyahoga, Ohio					370			650	13,875							20
21	Delaware, Del																21
22	Detroit, Mich			2,127	510	8,247			5,288	89,405							22
23	Duluth, Minn			1													23
24	Fairfield, Conn			100		22											24
25	Fernandina, Fla																25
26	Galveston, Tex																26
27	Genesee, N. Y					60											27
28	Georgetown, S. C																28
29	Gloucester, Mass	126	321														29
30	Humboldt, Cal																30

31	Huron, Mich					570			358	7,347	47,965	1,319					31
32	Key West, Fla																32
33	Machias, Me																33
34	Miami, Ohio																34
35	Michigan, Mich																35
36	Minnesota, Minn	1,213	1,137	1,843	599	7,422											36
37	Mobile, Ala																37
38	Newark, N. J																38
39	New Bedford, Mass	101	152	1													39
40	Newburyport, Mass																40
41	New Haven, Conn			82													41
42	New London, Conn																42
43	New Orleans, La			187	10						164	9	1,696	40			43
44	New York, N. Y	35,280	25,210	503,577	73,634	533,102			1,430	30,122	270,228	9,524	1,135,069	29,083	10,793	81,564	44
45	Niagara, N. Y			14,167													45
46	Norfolk and Portsmouth, Va																46
47	Oregon, Oreg			23													47
48	Oswegatchie, N. Y			24,703	5,989	2,976	2,502	5,069							152	1,315	48
49	Oswego, N. Y												9,000	245			49
50	Pamlico, N. C																50
51	Passamaquoddy, Me	1,544	1,078	8,957	1,850												51
52	Pearl River, Miss			72													52
53	Pensacola, Fla																53
54	Perth Amboy, N. J																54
55	Philadelphia, Pa			9,730	122	2,919			25	500					1,095	11,953	55
56	Portland and Falmouth, Me	3	7	14	8												56
57	Providence, R. I																57
58	Puget Sound, Wash	4,053	6,686	2,053	575	697											58
59	Richmond, Va																59
60	Saint Augustine, Fla																60
61	Saint John's, Fla																61
62	Saint Mark's, Fla																62
63	Saint Mary's, Ga																63
64	Salem and Beverly, Mass																64
65	Saluria, Tex			648	91	573					68,268	1,356	284,579	7,533			65
66	San Diego, Cal			140		300					1,758	80	3,770	178			66
67	Sandusky, Ohio	2	7														67
68	San Francisco, Cal	5,292	13,397	64,608	11,083	14,428							562,721	15,771			68
69	Savannah, Ga																69
70	Superior, Mich												300	5			70
71	Vermont, Vt	9,850	13,277	30,912		23											71
72	Waldoborough, Me																72
73	Willamette, Oreg				13												73
74	Wilmington, Cal																74
75	Wilmington, N. C																75
76	Wiscasset, Me																76
77	Yorktown, Va																77
	Total	86,166	81,190	753,114	105,785	599,262	2,502	5,069	7,801	142,949	388,733	12,302	2,131,025	56,887	12,598	98,865	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	IRON AND STEEL, AND MANUFACTURES OF.														
		Castings, not elsewhere specified.	Cutlery.	Fire-arms.	Ingots, bars, and rods of steel.		Locks, hinges, and other builders' hard-ware.	Machinery, not elsewhere specified.	Nails and spikes.		Plates and sheets. Of iron.		Plates and sheets. Of steel.		Printing presses, and parts of.	
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska															1
2	Alexandria, Va															2
3	Apalachicola, Fla															3
4	Baltimore, Md	2,604	29	33			1,522	27,370	17,430	560					178	4
5	Bangor, Me															5
6	Barnstable, Mass															6
7	Bath, Me															7
8	Beaufort, S. C															8
9	Belfast, Me								3,600	111						9
10	Boston and Charlestown, Mass	82,742	4,551	2,854			186,686	247,975	2,018,800	49,330	8,813	301			7,349	10
11	Brazos de Santiago, Tex	406	796	3,886			1,348		85,661	4,833	8,195	444			238	11
12	Brunswick, Ga							190								12
13	Buffalo Creek, N. Y	4,480						1,941								13
14	Cape Vincent, N. Y	1,109	95	890	5,915	516	18,172	4,007								14
15	Castine, Me															15
16	Champlain, N. Y	4,580		1,650			3,400	8,600								16
17	Charleston, S. C															17
18	Chicago, Ill															18
19	Corpus Christi, Tex	1,606	4,058	2,175	900	55	10,084	74,886	125,764	6,544	6,137	344	380	23	933	19
20	Cuyahoga, Ohio	80						20			28,494	1,424				20
21	Delaware, Del															21
22	Detroit, Mich	11,164	850	225			13,636	38,868	36,168	865	1,481,280	37,032	480,047	10,081		22
23	Duluth, Minn							700								23
24	Fairfield, Conn	50						29,748								24
25	Fernandina, Fla															25
26	Galveston, Tex							220								26
27	Genesee, N. Y	89	79				3,567	500								27
28	Georgetown, S. C															28
29	Gloucester, Mass															29
30	Humboldt, Cal															30

31	Huron, Mich	24,155					4,345	21,447			10,518	600			800	31
32	Key West, Fla							413								32
33	Machias, Me															33
34	Miami, Ohio															34
35	Michigan, Mich							2,000								35
36	Minnesota, Minn	2,960	232	2,524	5,379	219	3,000	43,836							2,843	36
37	Mobile, Ala															37
38	Newark, N. J															38
39	New Bedford, Mass		5	208					1,400	35					35	39
40	Newburyport, Mass															40
41	New Haven, Conn	699						38	5,000	218						41
42	New London, Conn	50														42
43	New Orleans, La	45	19	26,525	2,675	305	7,492	6,571	60,679	1,936	1,301	67			205	43
44	New York, N. Y	77,204	121,132	580,983	70,072	6,027	902,092	3,314,495	8,190,815	219,666	473,296	16,273	43,441	2,331	135,791	44
45	Niagara, N. Y.							100								45
46	Norfolk and Portsmouth, Va															46
47	Oregon, Oreg															47
48	Oswegatchie, N. Y			9,821	30,000	2,033	168,812	35,945					6,494	649		48
49	Oswego, N. Y	27					61	2,553	100	3						49
50	Pamlico, N. C															50
51	Passamaquoddy, Me	8,877	603				2,493	18,317							650	51
52	Pearl River, Miss	99						48								52
53	Pensacola, Fla															53
54	Perth Amboy, N. J															54
55	Philadelphia, Pa	2,982	102	412			7,074	102,065	67,478	2,094	3,214	116	6,958	133	1,726	55
56	Portland and Falmouth, Me	10	4	45			521	1,145	9,600	255					93	56
57	Providence, R. I															57
58	Puget Sound, Wash	1,693	596	679			4,160	3,539	300	6	575	31	19,226	603	1,548	58
59	Richmond, Va							6,455	2,000	53						59
60	Saint Augustine, Fla															60
61	Saint John's, Fla								400	11						61
62	Saint Marks, Fla															62
63	Saint Mary's, Ga															63
64	Salem and Beverly, Mass															64
65	Saluria, Tex	6,778	216	16	12,610	1,043	850	24,018	62,752	1,916	33,101	2,184	430	35		65
66	San Diego, Cal	224	45		250	26	1,253	1,746	62,959	2,000	1,082	97			783	66
67	Sandusky, Ohio	8						50								67
68	San Francisco, Cal	28,314	3,134	31,327			3,105	462,431	818,107	27,056	105,670	6,169	7,104	328	9,635	68
69	Savannah, Ga															69
70	Superior, Mich	75			6,407	400	1,069	2,792								70
71	Vermont, Vt						12,590	121,875								71
72	Waldoborough, Me															72
73	Willamette, Oreg	3,950						250								73
74	Wilmington, Cal															74
75	Wilmington, N. C								6,905	183	841	24				75
76	Wiscasset, Me															76
77	Yorktown, Va	100						560								77
	Total	267,160	136,546	664,253	134,208	10,624	1,357,332	4,607,714	11,575,918	317,675	2,162,517	65,106	564,080	14,183	162,754	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	IRON AND STEEL, AND MANUFACTURES OF.															
		Railroad bars or rails.				Saws and tools.	Scales and balances.	Sewing-machines, and parts of.	Steam-engines, and parts of.							Stoves and ranges, and parts of.	
		Of iron.		Of steel.					Fire-engines.		Locomotive-engines.		Stationary engines.		Boilers and parts of engines.		
		Tons.	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Number*	*Dollars*	*Number*	*Dollars*	*Number*	*Dollars*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska																1
2	Alexandria, Va																2
3	Apalachicola, Fla																3
4	Baltimore, Md			164	5,855	58	298	9,453								2,293	4
5	Bangor, Me																5
6	Barnstable, Mass																6
7	Bath, Me																7
8	Beaufort, S. C																8
9	Belfast, Me															38	9
10	Boston and Charlestown, Mass					61,360	4,226	144,002			4	35,036	13	7,685	301	21,706	10
11	Brazos de Santiago, Tex					856	289	7,771							88	1,667	11
12	Brunswick, Ga																12
13	Buffalo Creek, N. Y							300									13
14	Cape Vincent, N. Y							1,369								372	14
15	Castine, Me																15
16	Champlain, N. Y																16
17	Charleston, S. C																17
18	Chicago, Ill															10	18
19	Corpus Christi, Tex	83	5,341	7	500	4,943	983	6,143			2	6,000			595	231	19
20	Cuyahoga, Ohio							20									20
21	Delaware, Del																21
22	Detroit, Mich					2,524	757	26,298					1	700	3,625	4,995	22
23	Duluth, Minn					33											23
24	Fairfield, Conn					495	345										24
25	Fernandina, Fla																25
26	Galveston, Tex																26
27	Genesee, N. Y							400								2	27
28	Georgetown, S. C																28
29	Gloucester, Mass																29
30	Humboldt, Cal																30

31	Huron, Mich							7,225					1	500	1,000	400	31
32	Key West, Fla							25								43	32
33	Machias, Me																33
34	Miami, Ohio																34
35	Michigan, Mich					54									300		35
36	Minnesota, Minn					5,674	972	3,351							100	2,148	36
37	Mobile, Ala																37
38	Newark, N. J							60									38
39	New Bedford, Mass					52		87								168	39
40	Newburyport, Mass																40
41	New Haven, Conn														150	20	41
42	New London, Conn																42
43	New Orleans, La					1,299	314	441							100	673	43
44	New York, N. Y	19	489	548	19,827	1,175,810	184,706	1,916,055	2	7,083	33	190,164	202	181,350	234,900	144,703	44
45	Niagara, N. Y																45
46	Norfolk and Portsmouth, Va																46
47	Oregon, Oreg																47
48	Oswegatchie, N. Y					1,236		14,717	1	2,000						1,240	48
49	Oswego, N. Y					53							1	25		36	49
50	Pamlico, N. C																50
51	Passamaquoddy, Me					2,766	1,611	2,906							500		51
52	Pearl River, Miss																52
53	Pensacola, Fla																53
54	Perth Amboy, N. J																54
55	Philadelphia, Pa			116	4,169	6,733	563	2,465			12	85,430			200	394	55
56	Portland and Falmouth, Me						38									273	56
57	Providence, R. I																57
58	Puget Sound, Wash					6,057	339	223							2,538	23	58
59	Richmond, Va																59
60	Saint Augustine, Fla																60
61	Saint John's, Fla																61
62	Saint Marks, Fla																62
63	Saint Mary's, Ga																63
64	Salem and Beverly, Mass																64
65	Saluria, Tex	414	12,363	1,309	39,184	3,018	168	465			6	49,000			3,448	1,044	65
66	San Diego, Cal					891	89	519							8	1,160	66
67	Sandusky, Ohio																67
68	San Francisco, Cal			97	4,795	31,650	8,232	45,413			1	7,615	1	22,800	33,637	17,019	68
69	Savannah, Ga																69
70	Superior, Mich	8	203			58	84	10									70
71	Vermont, Va						21,550	23,070									71
72	Waldeborough, Me																72
73	Willamette, Oreg					80									300		73
74	Wilmington, Cal																74
75	Wilmington, N. C					6											75
76	Wiscasset, Me																76
77	Yorktown, Va							65									77
	Total	524	18,396	2,241	74,330	1,305,706	225,564	2,212,853	3	9,083	58	373,245	219	213,060	281,790	200,658	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	IRON AND STEEL, AND MANUFACTURES OF.			Jewelry, and manufactures of gold and silver.	Lamps, chandeliers, and all devices and appliances for illuminating purposes.	Lead, and manufactures of.	LEATHER, AND MANUFACTURES OF.							
		Wire.		All other manufactures of iron and steel.				Leather.					Manufactures of.		
								Buff, grain, splits, and all finished upper leather.	Patent or enameled.	Sole.		All other.	Boots and shoes.		
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pairs.*	*Dollars.*	
1	Alaska, Alaska									57	19				1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	428	24	2,829	580	1,266	73	24,479		22,750	6,725	2,361	3,045	3,587	4
5	Bangor, Me			18											5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me			23											9
10	Boston and Charlestown, Mass	429,273	40,905	167,221	3,796	8,524	209	2,614,541	1,137	3,837,166	655,768	85,913	13,979	17,116	10
11	Brazos de Santiago, Tex	28,541	1,374	8,986	985	1,384	115		42	1,278	541		27,177	27,461	11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y			56,105								65			13
14	Cape Vincent, N. Y	16,100	650	11,159	522		620								14
15	Castine, Me														15
16	Champlain, N. Y	20,000	1,000	51,731	36,800		6,998								16
17	Charleston, S. C			35											17
18	Chicago, Ill														18
19	Corpus Christi, Tex	68,350	3,690	57,291	639	4,465	207					97	4,903	5,443	19
20	Cuyahoga, Ohio	1,236	69	2,801											20
21	Delaware, Del														21
22	Detroit, Mich	120,600	3,618	140,194	1,678	90	2,291					477			22
23	Duluth, Minn			171								9	8	21	23
24	Fairfield, Conn			1,867		80									24
25	Fernandina, Fla														25
26	Galveston, Tex			10									1,200	1,500	26
27	Genesee, N. Y			1,428		219	183						1	4	27
28	Georgetown, S. C														28
29	Gloucester, Mass												259	668	29
30	Humboldt, Cal														30

31	Huron, Mich			22,700			320	220				555			31
32	Key West, Fla			1,424									116	168	32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich	34,888	2,112	35,118									94	281	35
36	Minnesota, Minn				6,727	4,531				456	148	610	2,424	6,115	36
37	Mobile, Ala												678	837	37
38	Newark, N. J														38
39	New Bedford, Mass			451	445	6									39
40	Newburyport, Mass														40
41	New Haven, Conn									962	274				41
42	New London, Conn												42	130	42
43	New Orleans, La	53,199	2,929	14,341	90	848	348					31	6,733	7,732	43
44	New York, N. Y	8,469,436	312,731	1,539,610	314,944	490,386	95,990	412,521	133,883	25,586,777	4,771,908	51,082	452,736	471,766	44
45	Niagara, N. Y			10	789	16									45
46	Norfolk and Portsmouth, Va														46
47	Oregon, Oreg			160											47
48	Oswegatchie, N. Y			300	1,404	4,375		22,072				787	15,172	36,926	48
49	Oswego, N. Y			98											49
50	Pamlico, N. Y														50
51	Passamaquoddy, Me			8,412			1,079						1,464	1,936	51
52	Pearl River, Miss			32											52
53	Pensacola, Fla			38											53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	19,391	1,015	75,292	750	1,618	24,515		40,000			65,819	2,383	2,762	55
56	Portland and Falmouth, Me	230	11	1,161	130	5							1,103	1,071	56
57	Providence, R. I														57
58	Puget Sound, Wash	9,719	484	28,433		1,069	1,682			435	123	2,603	8,975	16,192	58
59	Richmond, Va			30											59
60	Saint Augustine, Fla														60
61	Saint John's, Fla			1									72	53	61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	21,392	1,090	23,856		519	71					59	620	1,519	65
66	San Diego, Cal	18,363	1,073	3,284		279	135			1,350	462	143	104	205	66
67	Sandusky, Ohio														67
68	San Francisco, Cal	294,459	13,662	361,363	47,285	22,088	6,289			1,079,257	259,183		80,396	128,959	68
69	Savannah, Ga														69
70	Superior, Mich	400	72	300									30	65	70
71	Vermont, Vt	6,000	250	123,652	56,760	104	29					14,862			71
72	Waldoborough, Me			43											72
73	Willamette, Oreg			500											73
74	Wilmington, Cal														74
75	Wilmington, N. C			230											75
76	Wiscasset, Me														76
77	Yorktown, Va														77
	Total	9,612,005	386,759	2,742,708	474,324	541,872	141,154	3,073,833	175,062	30,530,488	5,695,151	225,473	623,714	732,517	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	LEATHER, AND MANUFACTURES OF. Manufactures. Harness and saddles.	LEATHER, AND MANUFACTURES OF. Manufactures. All other.	Lime and cement.		MALT LIQUORS. In bottles.		MALT LIQUORS. Not in bottles.		MARBLE AND STONE, AND MANUFACTURES OF. Unmanufactured.	MARBLE AND STONE, AND MANUFACTURES OF. Manufactures of. Roofing slate.	MARBLE AND STONE, AND MANUFACTURES OF. Manufactures of. All other, not elsewhere specified.	Matches.	MUSICAL INSTRUMENTS. Organs.		
		Dollars.	*Dollars.*	*Barrels.*	*Dollars.*	*Dozens.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*No.*	*Dollars.*	
1	Alaska, Alaska															1
2	Alexandria, Va															2
3	Apalachicola, Fla															3
4	Baltimore, Md	286	726	11	22	484	733	86	21			1,032	88	338	16,843	4
5	Bangor, Me		50													5
6	Barnstable, Mass															6
7	Bath, Me															7
8	Beaufort, S. C															8
9	Belfast, Me					649	1,374									9
10	Boston and Charlestown, Mass	2,894	8,746	5,790	9,350	3,201	5,657	9,721	4,597	7,253	566	9,792	22,220	2,913	195,220	10
11	Brazos de Santiago, Tex	824	113	89	355	5,586	9,824					47[illegible]	674			11
12	Brunswick, Ga															12
13	Buffalo Creek, N. Y		1,299									2,625				13
14	Cape Vincent, N. Y		1,928	16	57					305	453	697		2	190	14
15	Castine, Me										230					15
16	Champlain, N. Y		13,850	975	765					23,563	4,300	4,085		17	1,100	16
17	Charleston, S. C					25	45									17
18	Chicago, Ill															18
19	Corpus Christi, Tex	447	12	201	873	4,931	9,104	14,534	7,471			2,773	423	2	310	19
20	Cuyahoga, Ohio			33	118					9,626		1,345		2	100	20
21	Delaware, Del															21
22	Detroit, Mich		4,829	3,136	6,275					69,714	557	32,727	180	20	1,675	22
23	Duluth, Minn			125	100	4	3									23
24	Fairfield, Conn		390	100	230					112						24
25	Fernandina, Fla															25
26	Galveston, Tex					5,906	12,569									26
27	Genesee, N. Y	25	181									18		2	220	27
28	Georgetown, S. C															28
29	Gloucester, Mass															29
30	Humboldt, Cal															30

31	Huron, Mich		2,620													31
32	Key West, Fla			195	394	115	276	20	7			21,375		4	425	32
33	Machias, Me															33
34	Miami, Ohio															34
35	Michigan, Mich			10	13											35
36	Minnesota, Minn	8,384	9,978	451	387	7,568	11,129	69,464	15,427	380		487		26	1,480	36
37	Mobile, Ala															37
38	Newark, N. J			75	82											38
39	New Bedford, Mass		3	8	15							108	40			39
40	Newburyport, Mass															40
41	New Haven, Conn	70		40	107							125	25			41
42	New London, Conn															42
43	New Orleans, La	2,245	67	671	1,274	21,309	40,588	150	113		58	388	163	3	212	43
44	New York, N. Y	109,503	221,018	35,944	52,835	190,093	352,349	55,344	16,685	48,660	54,883	196,674	40,287	3,748	233,331	44
45	Niagara, N. Y	75														45
46	Norfolk and Portsmouth, Va															46
47	Oregon, Oreg															47
48	Oswegatchie, N. Y		5,967	203	230					885		1,496		2	185	48
49	Oswego, N. Y			1,520	1,577					32				1	75	49
50	Pamlico, N. C															50
51	Passamaquoddy, Me		1,749									3,377		7	880	51
52	Pearl River, Miss															52
53	Pensacola, Fla															53
54	Perth Amboy, N. J															54
55	Philadelphia, Pa	5,259	1,144	194	414	351	347	90	54	226		244	25	5	318	55
56	Portland and Falmouth, Me	90		70	102	125	250	1,000	200			18	187	1	79	56
57	Providence, R. I															57
58	Puget Sound, Wash	735	1,118	3,016	3,054	4,179	7,066			354		38		2	147	58
59	Richmond, Va															59
60	Saint Augustine, Fla															60
61	Saint John's, Fla							300	90							61
62	Saint Mark's, Fla															62
63	Saint Mary's, Ga															63
64	Salem and Beverly, Mass															64
65	Saluria, Tex	1,906	2,509	434	550	488	856	6,490	2,861			113	499			65
66	San Diego, Cal	1,324	16	348	915	264	503	950	294			195	41			66
67	Sandusky, Ohio			45	29			56	26							67
68	San Francisco, Cal	48,386	27,264	17,228	27,035	126,484	136,693	45,468	18,397			7,198	12,527	31	3,811	68
69	Savannah, Ga															69
70	Superior, Mich	250		281	289	217	410	299	92							70
71	Vermont, Vt	10,450	35,378	73	323					50,709		64		102	6,258	71
72	Waldoborough, Me					453	602									72
73	Willamette, Oreg											19				73
74	Wilmington, Cal															74
75	Wilmington, N. C											2				75
76	Wiscasset, Me															76
77	Yorktown, Va															77
	Total	193,153	340,949	71,282	107,770	372,432	590,378	203,972	66,335	211,819	61,047	287,486	77,379	7,228	462,859	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	MUSICAL INSTRUMENTS.			NAVAL STORES.						Oakum.		Oil-cake and oil-cake meal.		
		Piano-fortes.		All other, and parts of.	Rosin.		Tar.		Turpentine and pitch.						
		No.	*Dollars.*	*Dollars.*	*Barrels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska														1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	5	2,400	66	46,296	105,078	227	505	113	202	90	4	60,154,945	850,855	4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C.														8
9	Belfast, Me														9
10	Boston and Charlestown, Mass	112	21,300	23,203	3,965	10,079	1,237	3,013	3,350	8,975	44,790	2,818	18,366,265	315,673	10
11	Brazos de Santiago, Tex	2	557	24	20	111	2	10							11
12	Brunswick, Ga				97,930	230,260									12
13	Buffalo Creek, N. Y	1	600										48,000	480	13
14	Cape Vincent, N. Y	17	6,380	41	20	53	55	148			11,700	941			14
15	Castine, Me														15
16	Champlain, N. Y	49	11,900		9,132	25,248	1,019	2,281	4,684	9,050	33,242	2,050	32,000	400	16
17	Charleston, S. C				158,957	351,469	4	12							17
18	Chicago, Ill														18
19	Corpus Christi, Tex	2	350	431	18	100									19
20	Cuyahoga, Ohio														20
21	Delaware, Del														21
22	Detroit, Mich	14	2,725	717	109	327	55	165	113	247	6,168	184	30,267	456	22
23	Duluth, Minn												646,000	5,200	23
24	Fairfield, Conn				2	3									24
25	Fernandina, Fla						14	58	18	41					25
26	Galveston, Tex												72,297,897	621,497	26
27	Genesee, N. Y			150											27
28	Georgetown, S. C						25	50							28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich	14	5,475										557,768	7,807	31
32	Key West, Fla	1	150		475	475							100	1	32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn	17	4,160	2,802	5	9	41	103	39	182					36
37	Mobile, Ala				29,535	62,210	10	45					1,144,640	10,582	37
38	Newark, N. J														38
39	New Bedford, Mass	1	120		7	31	6	14	6	18					39
40	Newburyport, Mass														40
41	New Haven, Conn												138,750	2,247	41
42	New London, Conn														42
43	New Orleans, La	3	800	258	413	1,460	114	432	46	89	3,300	229	163,678,978	1,557,012	43
44	New York, N. Y	292	105,771	66,420	240,286	481,882	6,976	18,145	5,217	9,247	331,390	17,606	268,007,789	3,475,214	44
45	Niagara, N. Y														45
46	Norfolk and Portsmouth, Va						24	84							46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	325	67,506	759	500	1,000			112	224					48
49	Oswego, N. Y			10			49	89			5,000	325			49
50	Pamlico, N. C				40	60	82	130	20	40					50
51	Passamaquoddy, Me	26	7,925	40							12,750	905			51
52	Pearl River, Miss														52
53	Pensacola, Fla				405	630									53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	2	400	890	1,330	2,980	110	255	452	712	18,800	930	31,750,914	401,780	55
56	Portland and Falmouth, Me						9	28	6	19	400	27			56
57	Providence, R. I														57
58	Puget Sound, Wash	15	2,620	938					3	51			6,200	100	58
59	Richmond, Va														59
60	Saint Augustine, Fla														60
61	Saint John's, Fla														61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex						3	20							65
66	San Diego, Cal	1	300				1	2			97	10			66
67	Sandusky, Ohio						23	71							67
68	San Francisco, Cal			9,506	710	1,676	31	136	25	78	4,300	228			68
69	Savannah, Ga				471,920	688,087	2	5							69
70	Superior, Mich														70
71	Vermont, Vt	60	18,965	2,169											71
72	Waldoborough, Me														72
73	Willamette, Oreg														73
74	Wilmington, Cal														74
75	Wilmington, N. C				302,917	338,356	10,352	13,971	41	95					75
76	Wiscasset, Me														76
77	Yorktown, Va	1	150		20	52							5,434,720	60,387	77
	Total	960	260,554	108,424	1,365,012	2,301,636	20,471	39,772	14,245	29,270	472,027	26,257	622,295,233	7,309,691	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	OILS.												
		Animal.										Mineral, refined or manufactured.		
		Lard.		Sperm.		Whale and fish.		All other.		Mineral, crude (including all natural oils, without regard to gravity).		Naphthas (including all lighter products of distillation).		
		Gallons.	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Baltimore, Md	89,140	47,708			67,286	13,005	3,250	1,890	5,075	250			4
5	Bangor, Me													5
6	Barnstable, Mass													6
7	Bath, Me													7
8	Beaufort, S. C													8
9	Belfast, Me													9
10	Boston and Charlestown, Mass	52,451	30,085	1,932	1,440	41,433	13,329	465,688	238,477			6,763	2,055	10
11	Brazos de Santiago, Tex	68	60	111	268									11
12	Brunswick, Ga													12
13	Buffalo Creek, N. Y											30,400	3,823	13
14	Cape Vincent, N. Y	324	162											14
15	Castine, Me													15
16	Champlain, N. Y							6,000	900			90	30	16
17	Charleston, S. C													17
18	Chicago, Ill													18
19	Corpus Christi, Tex	20	12	24	73	50	30							19
20	Cuyahoga, Ohio	102	38									2,514	369	20
21	Delaware, Del													21
22	Detroit, Mich	14,945	6,685									3,630	290	22
23	Duluth, Minn													23
24	Fairfield, Conn													24
25	Fernandina, Fla													25
26	Galveston, Tex													26
27	Genesee, N. Y											160	65	27
28	Georgetown, S. C													28
29	Gloucester, Mass													29
30	Humboldt, Cal													30

31	Huron, Mich	26,100	14,650											31
32	Key West, Fla					251	802							32
33	Machias, Me													33
34	Miami, Ohio													34
35	Michigan, Mich													35
36	Minnesota, Minn	716	277					178	56					36
37	Mobile, Ala													37
38	Newark, N. J													38
39	New Bedford, Mass													39
40	Newburyport, Mass													40
41	New Haven, Conn	50	28											41
42	New London, Conn													42
43	New Orleans, La	3,509	1,791							53	7			43
44	New York, N. Y	759,173	402,250	155,102	117,486	1,037,163	260,889	73,339	40,698	40,162,009	2,654,894	10,690,102	964,645	44
45	Niagara, N. Y													45
46	Norfolk and Portsmouth, Va													46
47	Oregon, Oreg					33,000	13,200							47
48	Oswegatchie, N. Y											54,810	5,560	48
49	Oswego, N. Y													49
50	Pamlico, N. C													50
51	Passamaquoddy, Me													51
52	Pearl River, Miss													52
53	Pensacola, Fla													53
54	Perth Amboy, N. J													54
55	Philadelphia, Pa	15,885	8,079					19,305	9,078	35,892,185	2,201,847	4,945,780	393,632	55
56	Portland and Falmouth, Me													56
57	Providence, R. I													57
58	Puget Sound, Wash	183	80			300	70	351	55			800	152	58
59	Richmond, Va													59
60	Saint Augustine, Fla													60
61	Saint John's, Fla													61
62	Saint Mark's, Fla													62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex	150	68			8	20	25	13	3,556	384			65
66	San Diego, Cal	14	10									50	23	66
67	Sandusky, Ohio											140	13	67
68	San Francisco, Cal	4,568	2,997			120,013	37,769							68
69	Savannah, Ga													69
70	Superior, Mich	711	340											70
71	Vermont, Va							2,240	224					71
72	Waldoborough, Me													72
73	Willamette, Oreg					49,300	13,000							73
74	Wilmington, Cal													74
75	Wilmington, N. C													75
76	Wiscasset, Me													76
77	Yorktown, Va	7,054	3,954											77
	Total	975,163	519,274	157,169	119,267	1,348,804	352,114	570,376	291,396	76,062,878	4,860,382	15,735,239	1,370,657	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	OILS.												Ore, gold and silver bearing.	
		Mineral, refined or manufactured.						Vegetable.							
		Illuminating.		Lubricating and heavy paraffine oil.		Residuum (including tar and all other from which the light bodies have been distilled).		Cotton-seed.		Linseed.		Volatile or essential.	All other.		
		Gallons.	*Dollars.*	*Gallons.*	*Dollars.*	*Barrels.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska														1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	11,607,138	828,016	113,986	11,299	16,713	32,387	118,200	53,952	514	242	730			4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me														9
10	Boston and Charlestown, Mass.	6,494,154	596,404	157,310	32,654			6,296	2,473	2,560	1,224	900	4,279		10
11	Brazos de Santiago, Tex	135,777	27,211	24	10			169	96	1,557	1,318		757		11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y	369,000	44,009												13
14	Cape Vincent, N. Y	116,990	11,181	50	15										14
15	Castine, Me														15
16	Champlain, N. Y	45,075	5,017	9,050	2,520					32,265	13,980		10,730		16
17	Charleston, S. C	153	15							208	87				17
18	Chicago, Ill														18
19	Corpus Christi, Tex	124,441	27,751	2,504	552			7,490	3,018	330	264		210		19
20	Cuyahoga, Ohio	171,260	14,661	21,886	4,541										20
21	Delaware, Del														21
22	Detroit, Mich	77,394	9,087	5,486	822					4,697	1,882				22
23	Duluth, Minn	4,787	662												23
24	Fairfield, Conn	1,000	95	821	460										24
25	Fernandina, Fla	700	70												25
26	Galveston, Tex														26
27	Genesee, N. Y	12,510	1,251	7,422	2,251										27
28	Georgetown, S. C														28
29	Gloucester, Mass	6,050	413												29
30	Humboldt, Cal														30

31	Huron, Mich									13,800	5,831		1,000		31
32	Key West, Fla														32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn	243,027	27,350	21,776	5,920			733	293				415		36
37	Mobile, Ala	100	16	210	63										37
38	Newark, N. J	2,040	194												38
39	New Bedford, Mass	27,510	2,434												39
40	Newburyport, Mass														40
41	New Haven, Conn	6,704	707	259	46			100	46	398	205				41
42	New London, Conn	90	9												42
43	New Orleans, La	12,942	1,659	65	35			1,631,955	585,391	1,091	512		4		43
44	New York, N. Y	332,372,082	25,970,393	16,162,890	3,003,103	26,225	55,268	2,301,178	933,241	60,903	30,661	307,623	23,751	77,505	44
45	Niagara, N. Y														45
46	Norfolk and Portsmouth, Va														46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	769,013	72,223	22,501	5,614								126		48
49	Oswego, N. Y	65,197	7,177												49
50	Pamlico, N. C														50
51	Passamaquoddy, Me														51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J	13,396,683	951,425	76,350	15,200										54
55	Philadelphia, Pa	113,959,691	8,566,164	276,858	38,539	34,415	68,924	584	213	194	109	207	18		55
56	Portland and Falmouth, Me	30,627	3,210	484	50										56
57	Providence, R. I	458	41												57
58	Puget Sound, Wash	217,670	44,663	6,162	1,841					157	76		44		58
59	Richmond, Va														59
60	Saint Augustine, Fla														60
61	Saint John's, Fla	307	35												61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	32,077	7,628	1,450	194			383	177	736	513		703		65
66	San Diego, Cal	1,392	381	15	8					430	232		18		66
67	Sandusky, Ohio														67
68	San Francisco, Cal	341,419	70,258	21,516	7,205								23,634	2,050	68
69	Savannah, Ga	80	9												69
70	Superior, Mich	4,923	621	1,258	314										70
71	Vermont, Vt	195,175	11,511	130	29										71
72	Waldoborough, Me														72
73	Willamette, Oreg	175	46	50	15										73
74	Wilmington, Cal														74
75	Wilmington, N. C														75
76	Wiscasset, Me														76
77	Yorktown, Va							50	35						77
	Total	480,845,811	37,303,997	16,910,513	3,133,300	77,353	156,579	4,067,138	1,578,935	119,840	57,136	309,460	65,689	79,555	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	Paints and painters' colors.	PAPER, AND MANUFACTURES OF.			Paraffine and paraffine wax.		Plated ware.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.						
									Beef products.						
			Paper hangings.	Writing paper and envelopes.	All other.				Beef, canned.		Beef, fresh.		Beef, salted or pickled.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska								2,596	271					1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	776		96	811	64,877	2,058	600	6,404,893	633,831			1,098,515	81,814	4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me				98						200	12	55,825	2,146	9
10	Boston and Charlestown, Mass	33,817	1,509	310	105,874	27,815	2,336	8,050	7,026,368	540,653	27,620,535	2,251,491	4,817,300	254,834	10
11	Brazos de Santiago, Tex	1,060		35	8,716				50	8			100	10	11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y	503	3,638		1,291										13
14	Cape Vincent, N. Y	966	1,755	258	520			2,253							14
15	Castine, Me														15
16	Champlain, N. Y	4,406	1,700	1,000	3,404			14,000					16,000	800	16
17	Charleston, S. C														17
18	Chicago, Ill								14,290	1,025			6,600	420	18
19	Corpus Christi, Tex	1,045		2,024	12,085			120	5,616	592			70	8	19
20	Cuyahoga, Ohio			75	6										20
21	Delaware, Del														21
22	Detroit, Mich	12,118	21,129		16,892				215,574	15,090	115,565	7,070	300,920	12,707	22
23	Duluth, Minn	2							120	11	5,737	447			23
24	Fairfield, Conn	400													24
25	Fernandina, Fla														25
26	Galveston, Tex										514,040	25,944			26
27	Genesee, N. Y	28	322		15										27
28	Georgetown, S. C														28
29	Gloucester, Mass	1,450											13,800	547	29
30	Humboldt, Cal														30

31	Huron, Mich	1,895	3,627		14,040	57,450	4,106		2,354,812	178,669	1,167,351	103,834	1,720,075	70,185	31
32	Key West, Fla				563										32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn	564	153	177	7,908	142	21	713	58,440	5,131	19,587	1,738	3,000	120	36
37	Mobile, Ala												8,900	472	37
38	Newark, N. J														38
39	New Bedford, Mass	22							900	90					39
40	Newburyport, Mass														40
41	New Haven, Conn	122							192	21			5,800	347	41
42	New London, Conn	25											3,000	143	42
43	New Orleans, La	1,763	69	331	390				377,722	30,318			203,152	11,530	43
44	New York, N. Y	286,176	55,984	108,082	594,110	27,917,356	1,873,413	487,374	22,472,935	1,746,255	42,612,808	3,797,250	24,658,099	1,373,535	44
45	Niagara, N. Y				130										45
46	Norfolk and Portsmouth, Va												4,000	180	46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	16,931	5,844		27,498								11,915	745	48
49	Oswego, N. Y	69		41	283										49
50	Pamlico, N. C														50
51	Passamaquoddy, Me	1,939			6,690			112	10,700	1,058			26,400	1,336	51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	11,994		324	22,607	3,478,583	150,779	300	3,730,457	269,756	11,500,775	1,040,318	2,795,512	134,132	55
56	Portland and Falmouth, Me	273		44	166				144	14			115,100	6,025	56
57	Providence, R. I														57
58	Puget Sound, Wash	1,216	2,803	2,247	10,161			193	6,145	533			15,600	906	58
59	Richmond, Va				7										59
60	Saint Augustine, Fla														60
61	Saint John's, Fla				4			1	1,817	149			900	56	61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	893		329	1,236				245	35			217	42	65
66	San Diego, Cal	729	443	181	476				155	21			500	34	66
67	Sandusky, Ohio	72									1,666	203			67
68	San Francisco, Cal	70,148	6,238		49,562			19,948	254,557	32,694			327,450	15,591	68
69	Savannah, Ga														69
70	Superior, Mich				12						50	5	14,000	612	70
71	Vermont, Vt	986			11,984			13,744							71
72	Waldoborough, Me												50,750	2,223	72
73	Willamette, Oreg				218				860	97			12,488	689	73
74	Wilmington, Cal														74
75	Wilmington, N. C												1,200	57	75
76	Wiscasset, Me														76
77	Yorktown, Va			13					111,000	6,660	2,560	100			77
	Total	452,388	105,214	115,567	897,757	31,546,223	2,032,713	547,408	43,050,588	3,462,982	83,560,874	7,228,412	36,287,188	1,972,246	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	PROVISIONS (COMPRISING MEAT AND DAIRY PRODUCTS).												
		Beef products.				Mutton.		Oleomargarine.				Pork products.		
		Beef, other cured.		Tallow.				Imitation butter.		The oil.		Bacon.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska											6,795	599	1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Baltimore, Md	149	15	12,335,060	653,240							3,066,293	232,995	4
5	Bangor, Me													5
6	Barnstable, Mass													6
7	Bath, Me													7
8	Beaufort, S. C													8
9	Belfast, Me											400	50	9
10	Boston and Charlestown, Mass			8,012,408	332,123			87,615	8,574			98,629,709	6,853,414	10
11	Brazos de Santiago, Tex			520	35							270	54	11
12	Brunswick, Ga											300	27	12
13	Buffalo Creek, N. Y													13
14	Cape Vincent, N. Y													14
15	Castine, Me													15
16	Champlain, N. Y													16
17	Charleston, S. C													17
18	Chicago, Ill											4,883	426	18
19	Corpus Christi, Tex			15,629	611							256	30	19
20	Cuyahoga, Ohio													20
21	Delaware, Del													21
22	Detroit, Mich	375	45			300	15					135,328	9,792	22
23	Duluth, Minn					329	34					125	13	23
24	Fairfield, Conn													24
25	Fernandina, Fla													25
26	Galveston, Tex			37,220	1,780	182,960	6,500							26
27	Genesee, N. Y													27
28	Georgetown, S. C													28
29	Gloucester, Mass							1,635	265					29
30	Humboldt, Cal													30

31	Huron, Mich			1,516,210	52,927							13,631,732	1,019,417	31
32	Key West, Fla	1,895	112									7,080	476	32
33	Machias, Me													33
34	Miami, Ohio													34
35	Michigan, Mich													35
36	Minnesota, Minn			6,602	281	58,390	3,971					851,766	67,663	36
37	Mobile, Ala											9,370	631	37
38	Newark, N. J													38
39	New Bedford, Mass			566	28									39
40	Newburyport, Mass													40
41	New Haven, Conn			685	32							804	100	41
42	New London, Conn													42
43	New Orleans, La			1,565,324	60,527	40	5					1,001,012	64,225	43
44	New York, N. Y	6,352	836	29,915,353	1,316,134	127,787	7,719	745,124	79,981	45,712,985	4,676,131	215,282,237	16,775,399	44
45	Niagara, N. Y													45
46	Norfolk and Portsmouth, Va													46
47	Oregon, Oreg													47
48	Oswegatchie, N. Y													48
49	Oswego, N. Y	27,930	1,948											49
50	Pamlico, N. C													50
51	Passamaquoddy, Me													51
52	Pearl River, Miss													52
53	Pensacola, Fla													53
54	Perth Amboy, N. J													54
55	Philadelphia, Pa	154,766	14,903	7,703,858	319,448							24,570,681	1,662,917	55
56	Portland and Falmouth, Me			16,800	1,000	297	30					6,382,062	572,410	56
57	Providence, R. I													57
58	Puget Sound, Wash	400	48			1,469	123					399,680	35,371	58
59	Richmond, Va			300	17									59
60	Saint Augustine, Fla											900	75	60
61	Saint John's, Fla							200	28			1,857	142	61
62	Saint Mark's, Fla													62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex			9,232	383							4,139	449	65
66	San Diego, Cal	72	6									7,160	759	66
67	Sandusky, Ohio	52	8											67
68	San Francisco, Cal			2,142,636	97,734							204,984	21,305	68
69	Savannah, Ga											1,150	65	69
70	Superior, Mich											3,500	324	70
71	Vermont, Vt													71
72	Waldoborough, Me													72
73	Willamette, Oreg											5,140	511	73
74	Wilmington, Cal													74
75	Wilmington, N. C											540	33	75
76	Wiscasset, Me													76
77	Yorktown, Va	200	21									207,591	19,271	77
	Total	192,191	17,942	63,278,403	2,836,300	371,572	18,397	834,574	88,848	45,712,985	4,676,131	364,417,744	27,338,943	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	PROVISIONS, COMPRISING MEATS AND DAIRY PRODUCTS.												
		Pork products.										Dairy products.		
		Hams.		Pork, fresh.		Pork, pickled.		Lard.		Poultry and game.	All other meat products.	Butter.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska	2,018	260					2,880	286			850	207	1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Baltimore, Md	1,126,297	111,767			8,269,472	542,248	24,907,316	1,908,431	33	86,502	4,341	1,013	4
5	Bangor, Me													5
6	Barnstable, Mass													6
7	Bath, Me													7
8	Beaufort, S. C													8
9	Belfast, Me	1,200	145			50,250	2,286	4,260	320	13		378	83	9
10	Boston and Charlestown, Mass	12,656,483	1,353,305			5,214,409	338,789	47,406,214	3,364,502	8,564	247,666	751,040	134,519	10
11	Brazos de Santiago, Tex	4,859	806			100	12	485,691	40,454			11,737	3,406	11
12	Brunswick, Ga							50	4					12
13	Buffalo Creek, N. Y													13
14	Cape Vincent, N. Y										25			14
15	Castine, Me													15
16	Champlain, N. Y					6,600	400					1,510	227	16
17	Charleston, S. C	4,052	486			543	38	400	32					17
18	Chicago, Ill	7,600	744			1,974,400	102,197	53,650	3,729		2			18
19	Corpus Christi, Tex	6,005	790					222,534	19,446		27	3,029	752	19
20	Cuyahoga, Ohio					200	20	400	30					20
21	Delaware, Del													21
22	Detroit, Mich	314,756	37,769	22,000	1,100	5,291,831	277,807	827,718	57,806	53				22
23	Duluth, Minn	3,530	396	800	67	200	11			308				23
24	Fairfield, Conn													24
25	Fernandina, Fla													25
26	Galveston, Tex	5,850	614					134,472	8,217	400	212			26
27	Genesee, N. Y										26			27
28	Georgetown, S. C													28
29	Gloucester, Mass					21,200	1,330	280	27			1,900	400	29
30	Humboldt, Cal													30

31	Huron, Mich	1,557,263	156,249			26,422,124	1,879,505	9,123,248	582,349	2,000		579,570	99,912	31
32	Key West, Fla	37,892	2,942			2,154	152	289,868	20,921			1,859	399	32
33	Machias, Me													33
34	Miami, Ohio													34
35	Michigan, Mich													35
36	Minnesota, Minn	200,387	22,756	105	4	60,900	3,994	175,121	13,005	3,953	8,974	253	61	36
37	Mobile, Ala	158	20			7,900	409					624	136	37
38	Newark, N. J													38
39	New Bedford, Mass					15,000	1,080	5,086	363			504	121	39
40	Newburyport, Mass													40
41	New Haven, Conn	5,895	815			92,000	6,187	13,000	1,128		24	17,739	2,660	41
42	New London, Conn	720	80			13,000	617					521	105	42
43	New Orleans, La	691,436	67,599			778,018	46,269	2,110,275	145,811		10,545	54,822	11,331	43
44	New York, N. Y	32,319,109	3,535,788			35,580,427	2,335,562	225,140,003	15,758,815	12,900	374,318	10,486,385	1,606,834	44
45	Niagara, N. Y													45
46	Norfolk and Portsmouth, Va													46
47	Oregon, Oreg													47
48	Oswegatchie, N. Y													48
49	Oswego, N. Y													49
50	Pamlico, N. C													50
51	Passamaquoddy, Me					93,800	6,391	42,704	3,326		722			51
52	Pearl River, Miss													52
53	Pensacola, Fla													53
54	Perth, Amboy, N. J													54
55	Philadelphia, Pa	6,071,590	620,309			1,375,391	63,979	7,918,122	565,507		483	93,173	11,325	55
56	Portland and Falmouth, Me	1,440	200			115,450	7,379	916,660	60,860		153,851	1,903	484	56
57	Providence, R. I					100	8	50	4					57
58	Puget Sound, Wash	93,527	10,468	1,025	62	9,250	744	154,424	12,380		2,440	17,833	4,337	58
59	Richmond, Va							43,563	4,083					59
60	Saint Augustine, Fla					300	24							60
61	Saint John's, Fla	932	99			500	31	1,489	112			689	170	61
62	Saint Mark's, Fla													62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex	600	90					13,992	1,192		45	600	174	65
66	San Diego, Cal	3,473	528			266	21	6,000	525			4,973	1,087	66
67	Sandusky, Ohio	102	14			900	57					26	5	67
68	San Francisco, Cal	357,638	47,640			302,122	15,827	565,665	46,098	31	70,564	494,290	103,771	68
69	Savannah, Ga											150	40	69
70	Superior, Mich	26,610	2,553			139,100	4,654	6,925	620					70
71	Vermont, Vt													71
72	Waldoborough, Me					10,500	548			29	12	420	126	72
73	Willamette, Oreg	3,489	473					10,040	814		18			73
74	Wilmington, Cal													74
75	Wilmington, N. C	300	22			20,000	1,424	120	8			52	13	75
76	Wiscasset, Me													76
77	Yorktown, Va					960	94	951,526	82,716		78			77
	Total	55,505,211	5,975,727	23,930	1,233	85,869,367	5,640,094	321,533,746	22,703,921	28,284	956,534	12,531,171	1,983,698	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.			Quicksilver.		Rags.		Rice.		Salt.		SEEDS.		
		Dairy products.													
		Cheese.		Milk.									Clover.		
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Alaska, Alaska			120											1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	4,238	577	191					5,248	312	1,200	12	2,332,597	185,889	4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me	595	94												9
10	Boston and Charlestown, Mass	3,979,651	415,675	21	612	298	38,787	1,403			25,798	214	831,246	60,079	10
11	Brazos de Santiago, Tex	4,924	797	7					4,289	155	7,909	188			11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y						1,729,940	21,212							13
14	Cape Vincent, N. Y	569,167	44,952								290	2			14
15	Castine, Me														15
16	Champlain, N. Y	1,515,730	134,135				2,090,475	10,290							16
17	Charleston, S. C								1,036	73					17
18	Chicago, Ill														18
19	Corpus Christi, Tex	3,434	662		500	200			32,320	868	41,450	758			19
20	Cuyahoga, Ohio														20
21	Delaware, Del														21
22	Detroit, Mich	70,500	8,444	11			5,000	100			34,960	163	634,767	39,182	22
23	Duluth, Minn				3,600	1,800					15,000	58			23
24	Fairfield, Conn														24
25	Fernandina, Fla														25
26	Galveston, Tex	2,466	449												26
27	Genesee, N. Y														27
28	Georgetown, S. C														28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich	1,710,757	160,975										995,270	73,758	31
32	Key West, Fla	568	62	97					100	3					32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn	448	87	73					8,553	381	39,480	162			36
37	Mobile, Ala	189	29								5,200	19			37
38	Newark, N. J														38
39	New Bedford, Mass														39
40	Newburyport, Mass														40
41	New Haven, Conn	3,690	408												41
42	New London, Conn	140	16						700	28					42
43	New Orleans, La	32,064	3,924	1,654					90,195	3,365	52,543	488			43
44	New York, N. Y	70,073,828	6,518,888	206,179	7,968	4,072	359,869	18,012	493,963	23,596	1,091,599	13,883	3,137,205	271,790	44
45	Niagara, N. Y														45
46	Norfolk and Portsmouth, Va														46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	2,735,449	236,826		10,000	5,913									48
49	Oswego, N. Y														49
50	Pamlico, N. C	350	30												50
51	Passamaquoddy, Me														51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	253,860	29,220	276			2,009	85	4,562	230	4,748	42			55
56	Portland and Falmouth, Me	132	35								250	2			56
57	Providence, R. I														57
58	Puget Sound, Wash	1,627	229	365	4,576	2,294			100	5			1,020	118	58
59	Richmond, Va														59
60	Saint Augustine, Fla														60
61	Saint John's, Fla	620	77	114											61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	725	147	125					591	29	50,228	579			65
66	San Diego, Cal	638	106	261					1,936	122	3,537	56	285	34	66
67	Sandusky, Ohio	100	14								3,000	8			67
68	San Francisco, Cal	290,104	37,775	49,447	486,954	227,375					2,761,493	8,076			68
69	Savannah, Ga								791	37					69
70	Superior, Mich			30							1,000	20			70
71	Vermont, Vt										85,000	540			71
72	Waldoborough, Me														72
73	Willamette, Oreg														73
74	Wilmington, Cal														74
75	Wilmington, N. C														75
76	Wiscasset, Me														76
77	Yorktown, Va														77
	Total	81,255,994	7,594,633	258,971	514,210	241,952	4,225,580	51,102	644,384	29,204	4,224,685	25,270	7,932,390	630,850	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	SEEDS. Cotton.		SEEDS. Timothy.		SEEDS. All other.	Silk, manufactures of.	SOAP. Toilet or fancy.	SOAP. Other.		Spermaceti and spermaceti wax.		Spices, ground or prepared.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Baltimore, Md			191,326	8,619	197,375	75	16	387,769	10,894			500	4
5	Bangor, Me													5
6	Barnstable, Mass													6
7	Bath, Me													7
8	Beaufort, S. C													8
9	Belfast, Me													9
10	Boston and Charlestown, Mass	221,800	1,259	584,752	29,294	10,413	200	6,459	368,520	15,610			645	10
11	Brazos de Santiago, Tex	10,721	49	1,907	134	153	195	88	380,134	18,147				11
12	Brunswick, Ga													12
13	Buffalo Creek, N. Y													13
14	Cape Vincent, N. Y					2,429		10	5,125	500			1,392	14
15	Castine, Me													15
16	Champlain, N. Y	8,000	100			450		300	1,100	55			700	16
17	Charleston, S. C	1,975,851	15,950											17
18	Chicago, Ill			49,586	2,156	11		22						18
19	Corpus Christi, Tex	19,600	205			132	249		177,842	10,057			6	19
20	Cuyahoga, Ohio								120	5				20
21	Delaware, Del													21
22	Detroit, Mich			379,135	12,889	21,533	156	477	6,400	320			1,200	22
23	Duluth, Minn								60	8				23
24	Fairfield, Conn													24
25	Fernandina, Fla													25
26	Galveston, Tex													26
27	Genesee, N. Y													27
28	Georgetown, S. C													28
29	Gloucester, Mass								775	42				29
30	Humboldt, Cal													30

31	Huron, Mich			2,494,228	100,370	68,780	200	995						31
32	Key West, Fla								865	39				32
33	Machias, Me													33
34	Miami, Ohio													34
35	Michigan, Mich													35
36	Minnesota, Minn					898	1,584	1,430					1,497	36
37	Mobile, Ala								2,000	45				37
38	Newark, N. J													38
39	New Bedford, Mass					25		5						39
40	Newburyport, Mass													40
41	New Haven, Conn								3,600	132				41
42	New London, Conn								160	8				42
43	New Orleans, La	936,500	4,018			614	11	11	2,119,442	59,563			25	43
44	New York, N. Y	5,884,491	81,495	2,796,754	127,414	492,319	37,159	41,815	14,052,821	585,191	336,222	139,656	9,251	44
45	Niagara, N. Y													45
46	Norfolk and Portsmouth, Va													46
47	Oregon, Oreg													47
48	Oswegatchie, N. Y					7,113	5,660	217					15,624	48
49	Oswego, N. Y							10						49
50	Pamlico, N. C													50
51	Passamaquoddy, Me					213			46,675	2,269			2,235	51
52	Pearl River, Miss													52
53	Pensacola, Fla													53
54	Perth Amboy, N. J													54
55	Philadelphia, Pa					50,569	726	114	846,961	33,600			48	55
56	Portland and Falmouth, Me					7		4	22,320	1,043				56
57	Providence, R. I													57
58	Puget Sound, Wash			1,651	125	2,476		66	6,400	331			383	58
59	Richmond, Va													59
60	Saint Augustine, Fla													60
61	Saint John's, Fla								1,200	54				61
62	Saint Mark's, Fla													62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex					10		2	97,422	5,722			83	65
66	San Diego, Cal					177		62	3,748	253			207	66
67	Sandusky, Ohio													67
68	San Francisco, Cal					18,251	6,091	11	1,087,007	43,869			8,316	68
69	Savannah, Ga	2,175,178	18,365											69
70	Superior, Mich													70
71	Vermont, Vt					122	207	5,637						71
72	Waldoborough, Me													72
73	Willamette, Oreg			665	47									73
74	Wilmington, Cal													74
75	Wilmington, N. C													75
76	Wiscasset, Me													76
77	Yorktown, Va								64,000	1,920				77
	Total	11,232,141	121,441	6,500,004	281,048	874,070	52,513	57,751	19,682,466	789,677	336,222	139,656	42,112	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	SPIRITS.														
		Alcohol.		Pure, neutral, or cologne spirits.		Rum.		Whisky.				All other.		Spirits of turpentine.		
								Bourbon.		Rye.						
		Prf. gals.	*Dollars.*	*Prf. gals.*	*Dollars.*	*Prf. gals.*	*Dollars.*	*Prf. gals.*	*Dollars.*	*Prf. gals.*	*Dollars.*	*Prf. gals.*	*Dollars.*	*Gallons.*	*Dollars.*	
1	Alaska, Alaska															1
2	Alexandria, Va															2
3	Apalachicola, Fla															3
4	Baltimore, Md									57	184			11,522	4,497	4
5	Bangor, Me															5
6	Barnstable, Mass															6
7	Bath, Me															7
8	Beaufort, S. C															8
9	Belfast, Me													60	29	9
10	Boston and Charlestown, Mass	18,546	3,508			771,439	212,448	12,268	7,110	120	366			51,445	21,626	10
11	Brazos de Santiago, Tex	38,389	8,828					813	774			55	145	891	544	11
12	Brunswick, Ga													1,008,911	332,237	12
13	Buffalo Creek, N. Y															13
14	Cape Vincent, N. Y	160	200											1,800	630	14
15	Castine, Me															15
16	Champlain, N. Y									27	80			95,516	34,564	16
17	Charleston, S. C													1,913,029	651,364	17
18	Chicago, Ill															18
19	Corpus Christi, Tex													150	92	19
20	Cuyahoga, Ohio															20
21	Delaware, Del															21
22	Detroit, Mich					175	350	55	110					9,000	3,514	22
23	Duluth, Minn															23
24	Fairfield, Conn															24
25	Fernandina, Fla															25
26	Galveston, Tex															26
27	Genesee, N. Y															27
28	Georgetown, S. C													42	17	28
29	Gloucester, Mass															29
30	Humboldt, Cal															30

31	Huron, Mich			13,987	1,828									2,500	875	31
32	Key West, Fla															32
33	Machias, Me															33
34	Miami, Ohio															34
35	Michigan, Mich															35
36	Minnesota, Minn									9	22			12,217	4,500	36
37	Mobile, Ala													480	148	37
38	Newark, N. J															38
39	New Bedford, Mass															39
40	Newburyport, Mass															40
41	New Haven, Conn															41
42	New London, Conn															42
43	New Orleans, La	5	13	871	200			2,387	1,747	1,016	1,425	23	74	300	118	43
44	New York, N. Y	1,207,286	173,819	23,422	3,769	14,405	6,867	324,264	256,266	36,939	30,238	20,942	25,008	922,497	376,219	44
45	Niagara, N. Y															45
46	Norfork and Portsmouth, Va															46
47	Oregon, Oreg															47
48	Oswegatchie, N. Y											120	161			48
49	Oswego, N. Y															49
50	Pamlico, N. C													587	245	50
51	Passamaquoddy, Me											2,373	5,012			51
52	Pearl River, Miss															52
53	Pensacola, Fla															53
54	Perth Amboy, N. J															54
55	Philadelphia, Pa	10	24							1,103	592	15	42	4,785	1,797	55
56	Portland and Falmouth, Me													250	50	56
57	Providence, R. I															57
58	Puget Sound, Wash											673	181	669	334	58
59	Richmond, Va															59
60	Saint Augustine, Fla															60
61	Saint John's, Fla															61
62	Saint Mark's, Fla															62
63	Saint Mary's, Ga															63
64	Salem and Beverly, Mass															64
65	Saluria, Tex	25	65									20	45	280	103	65
66	San Diego, Cal					5	14	73	209			143	159	139	86	66
67	Sandusky, Ohio							10	51							67
68	San Francisco, Cal	92	210					20,691	52,654			4,343	6,305			68
69	Savannah, Ga													3,967,355	1,298,168	69
70	Superior, Mich															70
71	Vermont, Vt															71
72	Waldoborough, Me															72
73	Willamette, Oreg															73
74	Wilmington, Cal															74
75	Wilmington, N. C													2,203,458	757,398	75
76	Wiscasset, Me															76
77	Yorktown, Va													2,000	740	77
	Total	1,264,513	186,667	38,280	5,797	786,024	219,679	360,561	318,921	39,271	32,907	28,707	37,132	10,209,883	3,489,895	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	Starch.		Stationery, except of paper.	Stereotype and electrotype plates.	Straw and palm-leaf, manufactures of.	SUGAR AND MOLASSES. Molasses and sirup.		Sugar, brown.		Sugar, refined.		Candy and confectionery.	Tin, manufactures of.	
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska	40	4												1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	3,445,055	115,824	1		12	82,268	9,142	38,667	1,744	75,320	4,478	2,181	14,016	4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me													30	9
10	Boston and Charlestown, Mass.	26,730	863	4,271	11,012	2,281	5,891	1,383			12,174,755	724,046	1,950	4,690	10
11	Brazos de Santiago, Tex	68,012	2,904			524	53	27	1,745	70	590,850	39,474	1,717	1,044	11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y														13
14	Cape Vincent, N. Y	10,180	608	1,037	300		64	32					525	1,188	14
15	Castine, Me														15
16	Champlain, N. Y				500		14,600	5,870			1,049,367	62,800	37,048	4,400	16
17	Charleston, S. C												18		17
18	Chicago, Ill										320	19			18
19	Corpus Christi, Tex	115,577	5,359	1,470		87			330	24	250	20	1,257	2,002	19
20	Cuyahoga, Ohio										600	35		25	20
21	Delaware, Del														21
22	Detroit, Mich	44,160	2,062	44			554	277			3,450	207	569	3,168	22
23	Duluth, Minn			25										17	23
24	Fairfield, Conn			40											24
25	Fernandina, Fla														25
26	Galveston, Tex														26
27	Genesee, N. Y			77									75		27
28	Georgetown, S. C														28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich			972			5,050	1,767					875		31
32	Key West, Fla	1,535	55			273					25	2			32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich														35
36	Minnesota, Minn	5,727	370	3,862	1,488	143	3,822	1,307			4,500	271	1,656	1,623	36
37	Mobile, Ala								3,299	234					37
38	Newark, N. J														38
39	New Bedford, Mass	237	14			3	14	6	12,917	529	39,854	2,522	17		39
40	Newburyport, Mass														40
41	New Haven, Conn	15,168	515	100											41
42	New London, Conn						1,400	280			2,000	115		150	42
43	New Orleans, La	4,409	207	540		72	199	97	66,026	3,436	27,473	1,841	1,667	424	43
44	New York, N. Y	3,527,628	145,065	326,152	12,389	89,140	6,147,336	777,297	1,344	50	174,003,673	10,451,198	60,865	93,385	44
45	Niagara, N. Y					73									45
46	Norfolk and Portsmouth, Va														46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	13,780	1,070	5,260		1,850	2,276	1,100	405	20			4,615	1,877	48
49	Oswego, N. Y			3										20	49
50	Pamlico, N. C														50
51	Passamaquoddy, Me					846	240	80					325	1,561	51
52	Pearl River, Miss			12										20	52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	63,428	2,529	632		63	4,514,849	462,878			21,620	1,172	38,081	431	55
56	Portland and Falmouth, Me	400	32				165,869	14,928			15,759	762		38	56
57	Providence, R. I														57
58	Puget Sound, Wash	3,291	242	910	110	60	7,331	2,586	392	25			2,519	479	58
59	Richmond, Va														59
60	Saint Augustine, Fla														60
61	Saint John's, Fla	646	27						300	16			63		61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	9,091	427	1,474			13	8	278	22	938	73	116	932	65
66	San Diego, Cal	699	56			109	105	58	6,520	380	11,431	710		452	66
67	Sandusky, Ohio			76					300	22	250	20			67
68	San Francisco, Cal	51,853	2,785	43,450		578	50,362	13,860			2,039,939	121,604	17,431	4,704	68
69	Savannah, Ga														69
70	Superior, Mich														70
71	Vermont, Vt					47					609,780	24,396		835	71
72	Waldoborough, Me														72
73	Willamette, Oreg	440	26				22	17							73
74	Wilmington, Cal														74
75	Wilmington, N. C														75
76	Wiscasset, Me														76
77	Yorktown, Va	300	28												77
	Total	7,408,386	281,072	390,408	25,799	96,161	11,002,318	1,293,000	132,523	6,572	190,672,154	11,435,765	173,570	137,551	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	TOBACCO, AND MANUFACTURES OF.									Trunks, valises, and traveling bags.	Umbrellas, parasols, and sunshades.	Varnish.		
		Leaf.		Stems and trimmings.		Cigars.		Cigarettes.		All other manufacturers of.					
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*M.*	*Dollars.*	*M.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Galls.*	*Dollars.*	
1	Alaska, Alaska														1
2	Alexandria, Va														2
3	Apalachicola, Fla														3
4	Baltimore, Md	61,145,056	4,456,384	7,432,320	141,967			1	3	137,520	335				4
5	Bangor, Me														5
6	Barnstable, Mass														6
7	Bath, Me														7
8	Beaufort, S. C														8
9	Belfast, Me														9
10	Boston and Charlestown, Mass	20,296,255	2,297,218			5	80	843	2,441	195,485	5,349		1,977	1,036	10
11	Brazos de Santiago, Tex	508,407	54,047							153	3,028	17	60	60	11
12	Brunswick, Ga														12
13	Buffalo Creek, N. Y														13
14	Cape Vincent, N. Y	14,712	5,195							458			417	724	14
15	Castine, Me														15
16	Champlain, N. Y												1,066	2,420	16
17	Charleston, S. C														17
18	Chicago, Ill														18
19	Corpus Christi, Tex	802,452	79,663			2	40			479	2,510	6	118	191	19
20	Cuyahoga, Ohio														20
21	Delaware, Del														21
22	Detroit, Mich	3,530,867	882,718							986			1,339	1,339	22
23	Duluth, Minn									2					23
24	Fairfield, Conn														24
25	Fernandina, Fla														25
26	Galveston, Tex														26
27	Genesee, N. Y									14	128		38	50	27
28	Georgetown, S. C														28
29	Gloucester, Mass														29
30	Humboldt, Cal														30

31	Huron, Mich	1,306,444	157,173												31
32	Key West, Fla	915	183	195	20					392	13	8			32
33	Machias, Me														33
34	Miami, Ohio														34
35	Michigan, Mich	576	178												35
36	Minnesota, Minn	2,208	824			20	468	486	1,512	6,700	105	5	27	91	36
37	Mobile, Ala	1,000	120							31					37
38	Newark, N. J														38
39	New Bedford, Mass	319	82												39
40	Newburyport, Mass														40
41	New Haven, Conn	2,510	241												41
42	New London, Conn									654					42
43	New Orleans, La	10,824,616	918,419	188,482	12,245	298	5,095	330	1,620	5,726	881		21	34	43
44	New York, N. Y	177,226,118	15 048 777	3,632,131	156,062	625	17,236	137,843	436,404	2,172,282	140,345	2,870	82,253	133,137	44
45	Niagara, N. Y	176	16							100					45
46	Norfolk and Portsmouth, Va	2,565,310	125,429							8,903					46
47	Oregon, Oreg														47
48	Oswegatchie, N. Y	108,568	24,767			1	32			1,820			8,658	9,507	48
49	Oswego, N. Y									13			12	13	49
50	Pamlico, N. C														50
51	Passamaquoddy, Me										110				51
52	Pearl River, Miss														52
53	Pensacola, Fla														53
54	Perth Amboy, N. J														54
55	Philadelphia, Pa	12,189,679	1,300,779			7	148	4	28	90,279	82	5	25	32	55
56	Portland and Falmouth, Me	47,978	4,447								86				56
57	Providence, R. I														57
58	Puget Sound, Wash							423	1,461	11,913			15	21	58
59	Richmond, Va									665					59
60	Saint Augustine, Fla														60
61	Saint John's, Fla							1	3	1,186					61
62	Saint Mark's, Fla														62
63	Saint Mary's, Ga														63
64	Salem and Beverly, Mass														64
65	Saluria, Tex	20,900	1,939							491	794		368	1,178	65
66	San Diego, Cal									198			33	38	66
67	Sandusky, Ohio														67
68	San Francisco, Cal	30,960	7,358			1,626	40,288	6,497	23,678	101,312	5,597				68
69	Savannah, Ga														69
70	Superior, Mich														70
71	Vermont, Vt	417,000	127,500								10,800				71
72	Waldoborough, Me														72
73	Willamette, Oreg														73
74	Wilmington, Cal														74
75	Wilmington, N. C														75
76	Wiscasset, Me														76
77	Yorktown, Va	2,623,969	144,532					75	361	13,735					77
	Total	293,666,995	25,637,983	11,253,128	310,294	2,584	63,387	146,503	467,511	2,751,497	170,163	2,911	96,427	149,871	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	VEGETABLES.								VESSELS SOLD TO FOREIGNERS.				Vinegar.		
		Onions.		Pease and beans.		Potatoes.		Vegetables, canned.	All other, including pickles.	Steamers.		Sailing vessels.				
		Bushels.	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Gallons.*	*Dollars.*	
1	Alaska, Alaska			40	53			15								1
2	Alexandria, Va															2
3	Apalachicola, Fla															3
4	Baltimore, Md	23	16	1,702	1,937	192	161	43,957	46					1,115	181	4
5	Bangor, Me					38	22			4	1,500					5
6	Barnstable, Mass															6
7	Bath, Me															7
8	Beaufort, S. C															8
9	Belfast, Me	3	3	16	19				61							9
10	Boston and Charlestown, Mass	5,231	4,524	5,298	6,649	995	630	2,960	15,722			1,515	28,537	1,486	285	10
11	Brazos de Santiago, Tex	805	1,254	15	35	1,710	2,645	1,602	489					219	53	11
12	Brunswick, Ga					5	5									12
13	Buffalo Creek, N. Y								1,393							13
14	Cape Vincent, N. Y			725	725			18	1,201							14
15	Castine, Me															15
16	Champlain, N. Y								2,100							16
17	Charleston, S. C					62	63									17
18	Chicago, Ill			3	5	5	3		1,066	4	415					18
19	Corpus Christi, Tex	9	15	55	65	959	1,342	437	63					298	91	19
20	Cuyahoga, Ohio					30	30		198							20
21	Delaware, Del															21
22	Detroit, Mich	1,658	1,176	221	221	27,568	16,979		9,482					400	40	22
23	Duluth, Minn					495	257		1,050							23
24	Fairfield, Conn															24
25	Fernandina, Fla															25
26	Galveston, Tex							7	50							26
27	Genesee, N. Y	330	165	770	1,081				8							27
28	Georgetown, S. C															28
29	Gloucester, Mass															29
30	Humboldt, Cal															30

31	Huron, Mich	1,200	1,200	2,188	1,094	5,765	4,299		7,500							31
32	Key West, Fla			775	1,969	29	24	8	955					88	18	32
33	Machias, Me															33
34	Miami, Ohio															34
35	Michigan, Mich															35
36	Minnesota, Minn	5,145	4,411			7,755	4,207	1,745	10,884					1,289	190	36
37	Mobile, Ala															37
38	Newark, N. J															38
39	New Bedford, Mass															39
40	Newburyport, Mass															40
41	New Haven, Conn	13	10	70	85	53	38									41
42	New London, Conn	3	10			25	50	187						160	32	42
43	New Orleans, La	2,976	2,942	3,619	8,662	6,901	5,319	3,069	1,614	3	2,000			476	125	43
44	New York, N. Y	36,392	42,460	335,729	503,360	296,526	218,932	83,061	41,964	71	33,928	24	1,600	24,542	4,145	44
45	Niagara, N. Y	321	321													45
46	Norfolk and Portsmouth, Va			175	125											46
47	Oregon, Oreg															47
48	Oswegatchie, N. Y					295	138	4,862	1,370	5	2,500					48
49	Oswego, N. Y															49
50	Pamlico, N. C			34	75											50
51	Passamaquoddy, Me	1,490	1,700					1,941	8,566							51
52	Pearl River, Miss															52
53	Pensacola, Fla															53
54	Perth Amboy, N. J															54
55	Philadelphia, Pa	34	37	486	988	477	339	21,961	178					93	13	55
56	Portland and Falmouth, Me	3	3	43	80	2,857	1,882	240	354					160	30	56
57	Providence, R. I															57
58	Puget Sound, Wash	271	265	298	423	1,479	834	951	597			29	300	710	119	58
59	Richmond, Va															59
60	Saint Augustine, Fla															60
61	Saint John's, Fla	3	3	13	27	18	18	2	6					93	12	61
62	Saint Mark's, Fla															62
63	Saint Mary's, Ga															63
64	Salem and Beverly, Mass															64
65	Saluria, Tex	181	331	84	174	970	1,567	175	793					289	89	65
66	San Diego, Cal	103	156	260	375	832	1,154	270	231					163	57	66
67	Sandusky, Ohio							25	29							67
68	San Francisco, Cal	15,245	12,348	34,570	34,618	78,820	57,318	57,451	17,047					26,898	4,589	68
69	Savannah, Ga															69
70	Superior, Mich	175	118					696	104							70
71	Vermont, Vt	60	30					2,880	11							71
72	Waldoborough, Me								311							72
73	Willamette, Oreg	15	17	33	19			47	5							73
74	Wilmington, Cal															74
75	Wilmington, N. C					3	3									75
76	Wiscasset, Me															76
77	Yorktown, Va															77
	Total	71,689	73,515	387,222	562,864	434,864	318,259	228,567	125,448	87	40,343	1,568	30,437	58,479	10,069	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	Wax (bees').		Whalebone.		WINE.				WOOD, AND MANUFACTURES OF.						
						In bottles.		Not in bottles.		Firewood.		Lumber.				
												Boards, deals, and planks.		Joists and scantling.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dozens.*	*Dollars.*	*Gallons.*	*Dollars.*	*Cords.*	*Dollars.*	*M feet.*	*Dollars.*	*M feet.*	*Dollars.*	
1	Alaska, Alaska															1
2	Alexandria, Va.															2
3	Apalachicola, Fla											5,899	75,285			3
4	Baltimore, Md					90	1,080	75	173			2,053	39,203			4
5	Bangor, Me											1,562	21,386			5
6	Barnstable, Mass															6
7	Bath, Me											4	49			7
8	Beaufort, S. C											3,451	42,415			8
9	Belfast, Me											96	1,578			9
10	Boston and Charlestown, Mass	29,244	8,479	671	2,000	20	110	2,000	800			9,783	290,255	73	1,516	10
11	Brazos de Santiago, Tex	1,559	374			32	130	3,469	2,339			532	16,361	311	8,647	11
12	Brunswick, Ga											23,062	305,759	3,515	45,553	12
13	Buffalo Creek, N. Y															13
14	Cape Vincent, N. Y							10	27	600	1,181	10	150			14
15	Castine, Me									37	167	25	385			15
16	Champlain, N. Y															16
17	Charleston, S. C											1,157	17,314	830	13,291	17
18	Chicago, Ill															18
19	Corpus Christi, Tex							485	305			1,766	42,917	3	105	19
20	Cuyahoga, Ohio											37	564			20
21	Delaware, Del															21
22	Detroit, Mich											4,579	137,340			22
23	Duluth, Minn															23
24	Fairfield, Conn															24
25	Fernandina, Fla											14,549	219,748			25
26	Galveston, Tex											30	328			26
27	Genessee, N. Y															27
28	Georgetown, S. C											1,985	26,552			28
29	Gloucester, Mass															29
30	Humboldt, Cal											4,963	100,554	55	483	30

31	Huron, Mich											11,181	171,230			31
32	Key West, Fla											9	151			32
33	Machias, Me											2,892	38,824	42	468	33
34	Miami, Ohio															34
35	Michigan, Mich											2,270	67,675			35
36	Minnesota, Minn							53	37	820	3,263	1,362	18,698			36
37	Mobile, Ala											10,939	124,137			37
38	Newark, N. J															38
39	New Bedford, Mass											137	2,904	141	2,832	39
40	Newburyport, Mass															40
41	New Haven, Conn											2	36			41
42	New London, Conn															42
43	New Orleans, La					48	471	8,810	4,593			7,993	110,471	3	54	43
44	New York, N. Y	45,030	12,514	172,781	521,267	648	5,458	34,758	23,404	9	36	61,444	1,509,222	334	10,510	44
45	Niagara, N. Y															45
46	Norfolk and Portsmouth, Va											323	7,730	19	540	46
47	Oregon, Oreg											4,472	49,882			47
48	Oswegatchie, N. Y	405	186			35	140	2,000	2,300	124	276	20	843			48
49	Oswego, N. Y															49
50	Pamlico, N. C											187	2,195			50
51	Passamaquoddy, Me							2,490	6,088			1,780	21,901	2,300	27,657	51
52	Pearl River, Mass											31,354	396,085	4	34	52
53	Pensacola, Fla											85,393	1,079,162			53
54	Perth Amboy, N. J											3	75			54
55	Philadelphia, Pa					5	31	20	26			2,445	19,095	9	262	55
56	Portland and Falmouth, Me									16	52	2,794	54,979			56
57	Providence, R. I															57
58	Puget Sound, Wash	50	14			50	250					92,527	972,978			58
59	Richmond, Va															59
60	Saint Augustine, Fla											2	34			60
61	Saint John's, Fla											996	14,806	852	12,803	61
62	Saint Marks, Fla											270	2,500			62
63	Saint Mary's, Ga											1,403	18,309	114	1,487	63
64	Salem and Beverly, Mass															64
65	Saluria, Tex							240	360			900	13,785			65
66	San Diego, Cal					13	60	98	92			408	9,451	1	30	66
67	Sandusky, Ohio					2	9					3	26			67
68	San Francisco, Cal	14,062	3,430			3,483	15,760	228,099	151,128							68
69	Savannah, Ga											8,528	120,172			69
70	Superior, Mich											1,461	24,280			70
71	Vermont, Vt															71
72	Waldoborough, Me															72
73	Willamette, Oreg											1,040	10,160			73
74	Wilmington, Cal															74
75	Wilmington, N. C											11,268	174,121	1	12	75
76	Wiscasset, Me											100	1,510			76
77	Yorktown, Va											3,311	155,594			77
	Total	90,350	24,997	173,452	523,267	4,426	23,499	282,607	191,672	1,606	4,975	424,760	6,531,144	8,607	126,284	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	WOOD, AND MANUFACTURES OF.												
		Lumber.												
		Hoops and hoop-poles.	Laths.		Palings, pickets, and bed-slats.		Shingles.		Shooks.			Staves and headings.	All other lumber.	
									Box.	Other.				
		Dollars.	*M.*	*Dollars.*	*M.*	*Dollars.*	*M.*	*Dollars.*	*Dollars.*	*Number.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va	17,534										10,739		2
3	Apalachicola, Fla													3
4	Baltimore, Md	18,769					1,630	11,703	544	29,766	41,918	114,893	276,875	4
5	Bangor, Me		100	175	3	44	1,506	3,308	58,151			322	41,729	5
6	Barnstable, Mass													6
7	Bath, Me				1	17	50	125						7
8	Beaufort, S. C													8
9	Belfast, Me						100	182		425	191			9
10	Boston and Charlestown, Mass	5,301	585	1,515			1,724	4,565	2,123	107,216	72,181	138,998	73,954	10
11	Brazos de Santiago, Tex						403	2,245						11
12	Brunswick, Ga				8	117								12
13	Buffalo Creek, N. Y													13
14	Cape Vincent, N. Y													14
15	Castine, Me		50	87					2,309					15
16	Champlain, N. Y													16
17	Charleston, S. C		11	20	5	64	1,293	8,902				16,983	675	17
18	Chicago, Ill													18
19	Corpus Christi, Tex				57	171	308	1,497		1,014	1,275	1,135	14,049	19
20	Cuyahoga, Ohio												19	20
21	Delaware, Del													21
22	Detroit, Mich											26,505		22
23	Duluth, Minn								150				10	23
24	Fairfield, Conn												342	24
25	Fernandina, Fla						100	500						25
26	Galveston, Tex									460	300			26
27	Genesee, N. Y													27
28	Georgetown, S. C						163	928						28
29	Gloucester, Mass													29
30	Humboldt, Cal				15	151	1,278	1,646						30

31	Huron, Mich											12,850		31
32	Key West, Fla		2	6			46	183	127				852	32
33	Machias, Me													33
34	Miami, Ohio											6,260		34
35	Michigan, Mich													35
36	Minnesota, Minn						1,292	1,886				4		36
37	Mobile, Ala				11	360	314	1,467				4,697		37
38	Newark, N. J													38
39	New Bedford, Mass											1,696		39
40	Newburyport, Mass													40
41	New Haven, Conn	2,370					305	800		2,970	1,497	400		41
42	New London, Conn	340										1,275		42
43	New Orleans, La						659	2,130	45	100	98	637,895	3,447	43
44	New York, N. Y	85,675	1,549	5,198	20	173	1,680	5,343	48,940	478,952	457,654	532,224	630,149	44
45	Niagara, N. Y													45
46	Norfolk and Portsmouth, Va						240	1,600				234,825	31,061	46
47	Oregon, Oreg													47
48	Oswegatchie, N. Y												30	48
49	Oswego, N. Y												25	49
50	Pamlico, N. C						883	3,337				775		50
51	Passamaquoddy, Me				4	51								51
52	Pearl River, Miss						15	45				3,031		52
53	Pensacola, Fla											2,250		53
54	Perth Amboy, N. J													54
55	Philadelphia, Pa	69,007			1	23	190	1,515		53,289	21,761	142,942	26,942	55
56	Portland and Falmouth, Me	2,691			72	791	871	1,509	17,479	228,077	341,630	25,083	21,581	56
57	Providence, R. I													57
58	Puget Sound, Wash		10,221	21,984	1,160	11,709	1,371	3,255				236	638	58
59	Richmond, Va	12,165												59
60	Saint Augustine, Fla						87	260						60
61	Saint John's, Fla		63	85	2	17	408	1,703				30	4	61
62	Saint Mark's, Fla						79	300						62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex						358	1,485					5,422	65
66	San Diego, Cal		78	321	2	15	235	663						66
67	Sandusky, Ohio						4	7						67
68	San Francisco, Cal		850	3,230	10	150	13,061	21,116	6,886			162	58,069	68
69	Savannah, Ga						35	220				8,920		69
70	Superior, Mich		304	319			5,605	5,041						70
71	Vermont, Vt													71
72	Waldoborough, Me													72
73	Willamette, Oreg													73
74	Wilmington, Cal													74
75	Wilmington, N. C						2,326	11,760					18,519	75
76	Wiscasset, Me						25	56						76
77	Yorktown, Va											80,825		77
	Total	213,852	13,813	32,940	1,371	13,853	38,644	101,282	136,754	902,269	938,505	2,005,955	1,204,392	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	WOOD, AND MANUFACTURES OF.											
		Timber.					Manufactures of.						
		Sawed.		Hewed.		Logs, and other timber.	Doors, sash, and blinds.	Moldings, trimmings, and other house-finishings.	Hogsheads and barrels, empty.	Household furniture.	Woodenware.	All other.	
		M. feet.	*Dollars.*	*Cubic feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska												1
2	Alexandria, Va												2
3	Apalachicola, Fla	3,588	38,493	217,683	22,577								3
4	Baltimore, Md					102,934	394	3,421	3,357	6,775	4,139	38,000	4
5	Bangor, Me					804						260	5
6	Barnstable, Mass												6
7	Bath, Me												7
8	Beaufort, S. C												8
9	Belfast, Me									17		8	9
10	Boston and Charlestown, Mass	192	4,965	6,774	1,390	11,290	12,387	8,788	45,333	126,196	48,474	147,603	10
11	Brazos de Santiago, Tex						258	163		4,336	936	1,922	11
12	Brunswick, Ga	17,049	196,538	385,492	51,433							35	12
13	Buffalo Creek, N. Y									65		6,592	13
14	Cape Vincent, N. Y	60	1,200							225		4,550	14
15	Castine, Me					600	6						15
16	Champlain, N. Y									1,490		25,300	16
17	Charleston, S. C	235	4,653			7,748				15			17
18	Chicago, Ill									1,550	50	22	18
19	Corpus Christi, Tex						221	192	6,516	9,614	1,931	1,833	19
20	Cuyahoga, Ohio									754	10	40	20
21	Delaware, Del												21
22	Detroit, Mich			17,000	5,000	18,075		158	2,024	140,869	27,043	66,897	22
23	Duluth, Minn									1,506		766	23
24	Fairfield, Conn						139			500		76	24
25	Fernandina, Fla												25
26	Galveston, Tex	28	310							110		734	26
27	Genesee, N. Y								47	3,521		478	27
28	Georgetown, S. C												28
29	Gloucester, Mass									218			29
30	Humboldt, Cal					11	1,734	9,017					30

31	Huron, Mich			49,000	8,950	133,225		4,875	778	21,270	2,000	41,778	31
32	Key West, Fla					50			164	714		100	32
34	Machias, Me					263							33
34	Miami, Ohio			684,250	202,215								34
35	Michigan, Mich	5,301	93,994										35
36	Minnesota, Minn	10	157			4,592	14,031	1,379	3,639	13,523	9,776	11,174	36
37	Mobile, Ala	13,172	124,992	807,290	96,233							174	37
38	Newark, N. J												38
39	New Bedford, Mass									905	15	442	39
40	Newburyport, Mass											1,140	40
41	New Haven, Conn	5	130						156				41
42	Lew London, Conn												42
43	New Orleans, La	251	10,014	164,861	46,047	39,891	3,625	1,203	440	4,779	157	3,595	43
44	New York, N. Y					511,250	135,761	54,460	131,044	1,372,605	219,626	938,145	44
45	Niagara, N. Y							250		555		1,589	45
46	Norfolk and Portsmouth, Va					44,769				1,000		10,390	46
47	Oregon, Oreg							115		138			47
48	Oswegatchie, N. Y					417		87		1,057		38,690	48
49	Oswego, N. Y								198	390	30	226	49
50	Pamlico, N. C												50
51	Passamaquoddy, Me					60	1,011	1,046		4,661	2,065	125	51
52	Pearl River, Miss	5,503	54,831	488,141	54,620	6,565							52
53	Pensacola, Fla	92,067	853,396	1,086,700	131,895								53
54	Perth Amboy, N. J												54
55	Philadelphia, Pa					8,750			243,305	14,184		34,157	55
56	Portland and Falmouth, Me					848	251		17,839	3,323	133	2,040	56
57	Providence, R. I												57
58	Puget Sound, Wash					5,687	897	390	75	25,454	8,158	5,116	58
58	Richmond, Va					21,000					41		59
60	Saint Augustine, Fla												60
61	Saint John's, Fla							10		40	18		61
62	Saint Marks, Fla												62
63	Saint Mary's, Ga												63
64	Salem and Beverly, Mass												64
65	Saluria, Tex	13,824	297,779				1,064	121	15	1,346	154	6,809	65
66	San Diego, Cal						2,671	23	50	10,480	96	1,453	66
67	Sandusky, Ohio									108		75	67
68	San Francisco, Cal	13,156	258,247				98,878	28,363	1,987	157,951	999	83,565	68
69	Savannah, Ga	2,808	29,573	115,531	15,636							109	69
70	Superior, Mich			215,000	58,350	8			25	1,249		50	70
71	Vermont, Vt									44,152		3,752	71
72	Waldoborough, Me									18			72
78	Willamette, Oreg									682	135	45	73
74	Wilmington, Cal												74
75	Wilmington, N. C	360	7,478	22,917	3,569	9,778							75
76	Wiscasset, Me											28	76
77	Yorktown, Va					112,663				400			77
	Total	167,609	1,976,750	4,260,639	697,915	1,041,278	273,328	114,061	456,992	1,978,745	325,986	1,479,943	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	WOOL, AND MANUFACTURES OF.							ZINC, AND MANUFACTURES OF.					
		Wool, raw.		Carpets.		Flannels and blankets.	Wearing apparel.	All other manufactures of.	Ore or oxide.		Pigs, bars, plates, and sheets.		All other manufactures of.	
		Pounds.	*Dollars.*	*Yards.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska													1
2	Alexandria, Va													2
3	Apalachicola, Fla													3
4	Baltimore, Md						756	54			1,241	87		4
5	Bangor, Me													5
6	Barnstable, Mass													6
7	Bath, Me													7
8	Beaufort, S. C													8
9	Belfast, Me													9
10	Boston and Charlestown, Mass					853	16,871	10,322			3,598	244	1,201	10
11	Brazos de Santiago, Tex						4,231	1,131			200	16	41	11
12	Brunswick, Ga													12
13	Buffalo Creek, N. Y													13
14	Cape Vincent, N. Y						487	330						14
15	Castine, Me													15
16	Champlain, N. Y						102,950	700						16
17	Charleston, S. C													17
18	Chicago, Ill							1,600						18
19	Corpus Christi, Tex			28	12	135	2,925	691			80	8	46	19
20	Cuyahoga, Ohio													20
21	Delaware, Del													21
22	Detroit, Mich	69,330	20,798			68		207					63	22
23	Duluth, Minn						150	8						23
24	Fairfield, Conn													24
25	Fernandina, Fla													25
26	Galveston, Tex	60	15											26
27	Genesee, N. Y						219	60						27
28	Georgetown, S. C													28
29	Gloucester, Mass													29
30	Humboldt, Cal													30

31	Huron, Mich						10,945	210					1,850	31
32	Key West, Fla							5						32
33	Machias, Me													33
34	Miami, Ohio													34
35	Michigan, Mich					411	117							35
36	Minnesota, Minn			41	20	19	5,367	5,402					184	36
37	Mobile, Ala													37
38	Newark, N. J													38
39	New Bedford, Mass						405							39
40	Newburyport, Mass													40
41	New Haven, Conn													41
42	New London, Conn						400							42
43	New Orleans, La					167	1,457	9					27	43
44	New York, N. Y	113,013	32,415	7,203	8,351	21,231	97,992	52,390	1,204	44,037	355,515	24,817	13,655	44
45	Niagara, N. Y													45
46	Norfolk and Portsmouth, Va								5	115				46
47	Oregon, Oreg													47
48	Oswegatchie, N. Y	16,500	3,308				38,011	1,171						48
49	Oswego, N. Y						40							49
50	Pamlico, N. C													50
51	Passamaquoddy, Me							1,135						51
52	Pearl River, Miss													52
53	Pensacola, Fla													53
54	Perth Amboy, N. J													54
55	Philadelphia, Pa			120	64	50	6,070	459						55
56	Portland and Falmouth, Me						60	9						56
57	Providence, R. I													57
58	Puget Sound, Wash	19,685	3,383			594	10,984	4,817			607	41	227	58
59	Richmond, Va													59
60	Saint Augustine, Fla													60
61	Saint John's, Fla													61
62	Saint Mark's, Fla													62
63	Saint Mary's, Ga													63
64	Salem and Beverly, Mass													64
65	Saluria, Tex					36	845	132			1,247	106	96	65
66	San Diego, Cal	102	6	324	210	402	148	47			711	84	2	66
67	Sandusky, Ohio													67
68	San Francisco, Cal	39,250	18,077			16,690	97,256	6,465					1,162	68
69	Savannah, Ga						400							69
70	Superior, Mich						100							70
71	Vermont, Vt							3,439						71
72	Waldoborough, Me													72
73	Willamette, Oreg													73
74	Wilmington, Cal													74
75	Wilmington, N. C													75
76	Wiscasset, Me													76
77	Yorktown, Va						50							77
	Total	257,940	78,002	7,716	8,657	40,656	399,236	90,793	1,209	44,152	363,199	25,403	18,554	

No. 9.—EXPORTS *of* DOMESTIC MERCHANDISE *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	ALL ARTICLES NOT ELSEWHERE ENUMERATED.		RECAPITULATION.						
		Unmanufactured articles.	Manufactured articles.	Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		TOTAL VALUE OF EXPORTS OF DOMESTIC MERCHANDISE.	
					Steam.	Sail.	Steam.	Sail.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Alaska, Alaska				6,834	502			7,336	1
2	Alexandria, Va					28,273			28,273	2
3	Apalachicola, Fla					22,711		113,644	136,355	3
4	Baltimore, Md	16,262	56,051		1,014	1,896,294	47,788,929	1,914,881	51,601,118	4
5	Bangor, Me					43,238		89,432	132,670	5
6	Barnstable, Mass					500			500	6
7	Bath, Me					800		316	1,116	7
8	Beaufort, S. C						1,112,311	147,276	1,259,587	8
9	Belfast, Me					15,222			15,222	9
10	Boston and Charlestown, Mass	29,017	174,092		594,193	3,341,350	52,043,608	1,796,005	57,775,156	10
11	Brazos de Santiago, Tex		132			711,256			711,256	11
12	Brunswick, Ga					86,145	193,099	1,202,157	1,481,401	12
13	Buffalo Creek, N. Y	500		290,050	25,925	18,770	12,729	36,534	384,008	13
14	Cape Vincent, N. Y	345	413	26,113		847	162,717		189,677	14
15	Castine, Me					5,257		450	5,707	15
16	Champlain, N. Y	12,933	4,263	1,153,529		593,065			1,746,594	16
17	Charleston, S. C					124,617	10,233,002	4,267,599	14,625,218	17
18	Chicago, Ill				28,106	531,956	543,486	353,296	1,456,844	18
19	Corpus Christi, Tex	345	7,369	864,885					864,885	19
20	Cuyahoga, Ohio		10		24,041	49,125	76,716	177,476	327,358	20
21	Delaware, Del					81,056	50	98,234	179,340	21
22	Detroit, Mich	6,223	31,132	4,713,378	307,295	144,444	155,087	5,000	5,325,204	22
23	Duluth, Minn		300		51,807		2,748,643	493,145	3,293,595	23
24	Fairfield, Conn					41,764		3,481	45,245	24
25	Fernandina, Fla					123,888	15,868	80,681	220,437	25
26	Galveston, Tex				402,514	25,571	14,365,775	4,105,805	18,899,665	26
27	Genesee, N. Y	12,790	115			32,137	57,501	432,349	521,987	27
28	Georgetown, S. C					25,796		1,751	27,547	28
29	Gloucester, Mass					9,421			9,421	29
30	Humboldt, Cal					55,369		58,207	113,576	30
31	Huron, Mich			8,316,735		10,950	16,960	49,570	8,394,215	31
32	Key West, Fla	891	104		504,397	10,718	2,030	1,492	518,637	32
33	Machias, Me					35,462		4,141	39,603	33
34	Miami, Ohio				8,236	18,267	308,674	442,856	778,033	34
35	Michigan, Mich			124,460	17	3,336	49,990	111,779	289,582	35
36	Minnesota, Minn	2,567	1,506	788,996					788,996	36

37	Mobile, Ala		1,119			84,417	1,339,627	1,133,370	2,557,414	37
38	Newark, N. J					1,200		34,612	35,812	38
39	New Bedford, Mass					48,827			48,827	39
40	Newburyport, Mass							1,140	1,140	40
41	New Haven, Conn					72,381			72,381	41
42	New London, Conn					6,180		349	6,529	42
43	New Orleans, La	908	26,090		429,536	1,326,152	64,546,280	12,749,015	79,050,983	43
44	New York, N. Y	292,845	230,554		20,031,149	16,777,383	231,865,532	38,168,311	306,842,375	44
45	Niagara, N. Y		500	62,827					62,827	45
46	Norfolk and Portsmouth, Va				18,160	139,923	11,499,966	3,652,198	15,310,247	46
47	Oregon, Oreg				451	86,703		1,270,127	1,357,281	47
48	Oswegatchie, N. Y	2,661			1,212,484	11,976	325,094	22,506	1,572,060	48
49	Oswego, N. Y	5,774			311	67,246	87,663	1,236,025	1,391,245	49
50	Pamlico, N. C					7,071			7,071	50
51	Passamaquoddy, Me				376,601	19,946	212	32,522	429,281	51
52	Pearl River, Miss					223,195	12,025	286,076	521,296	52
53	Pensacola, Fla					206,319	49,448	1,811,604	2,067,371	53
54	Perth Amboy, N. J	255				52,089	26,838	940,793	1,019,720	54
55	Philadelphia, Pa	15,323	7,196	350	2,031,922	2,099,678	20,749,468	10,480,458	35,361,876	55
56	Portland and Falmouth, Me		26			454,616	1,242,707	133,944	1,831,267	56
57	Providence, R. I		2,773			2,773		221	2,994	57
58	Puget Sound, Wash	3,679	116		745,760	308,582	620	714,247	1,769,209	58
59	Richmond, Va					248,421	684,422	964,530	1,897,373	59
60	Saint Augustine, Fla					593			593	60
61	Saint John's, Fla		28		3,395	21,942		9,330	34,667	61
62	Saint Mark's, Fla					2,800			2,800	62
63	Saint Mary's, Ga					10,294		9,502	19,796	63
64	Salem and Beverly, Mass							173	173	64
65	Saluria, Tex	48	936	751,614					751,614	65
66	San Diego, Cal	1,345	148	89,120	57,696	17,071	746		164,633	66
67	Sandusky, Ohio				3,653	46,753	52,512	136,671	239,589	67
68	San Francisco, Cal		33,466		6,395,180	6,641,746	3,030,104	15,960,965	32,027,995	68
69	Savannah, Ga					3,487	18,336,003	5,443,823	23,783,313	69
70	Superior, Mich				8,478	4,276	77,999	52,784	143,537	70
71	Vermont, Vt		252,920	1,602,795					1,602,795	71
72	Waldoborough, Me					8,158			8,158	72
73	Willamette, Oreg				25,334	174,034	3,752	4,931,899	5,135,019	73
74	Wilmington, Cal							152,630	152,630	74
75	Wilmington, N. C					146,280	3,487,774	2,454,175	6,088,229	75
76	Wiscasset, Me					1,182		2,240	3,422	76
77	Yorktown, Va	70	550		412,042	49,510	6,578,799	411,666	7,452,017	77
	Total	404,781	831,909	18,784,852	33,706,531	37,461,311	493,884,766	119,185,463	703,022,923	

NOTE.—Owing to the absence of law providing the means for collecting the statistics of reports by cars and other land vehicles, the exports to the Dominion of Canada by land carriage are very incomplete, and those overland to Mexico are entirely wanting. The deficiency in the exports to the Dominion of Canada is estimated at not less than $20,000,000, and to Mexico, by the editor of the *Mexican Financier*, at about $6,000,000.

No. 10.—SUMMARY STATEMENT *of the Quantities and Values of* **EXPORTS** *of* **DOMESTIC MERCHANDISE** *during the* **Year** *ending June* 30, **1887.**

ARTICLES.		Quantities.	Values.
			Dollars.
AGRICULTURAL IMPLEMENTS:			
Horse-powers			19,799
Mowers and reapers, and parts of			1,242,614
Plows and cultivators, and parts of			346,607
All other, and parts of			529,378
Total			2,138,398
ANIMALS:			
Cattle	No.	106,459	9,172,136
Hogs	No.	75,383	564,753
Horses	No.	1,611	351,607
Mules	No.	1,754	214,738
Sheep	No.	121,701	254,725
All other, and fowls			40,403
Total			10,598,362
Art works: Paintings and statuary			221,372
Bark, and extract of, for tanning			239,700
Billiard and pool tables and apparatus			34,021
Blacking			195,197
Bones, hoofs, horns, and horn tips, strips, and waste			162,958
Books, maps, engravings, and other printed matter			1,546,985
Brass, and manufactures of			228,341
BREADSTUFFS:			
Barley	bush.	1,305,300	853,405
Bread and biscuit	lbs.	15,060,061	659,924
Corn	bush.	40,307,252	19,347,361
Corn meal	bbls.	265,333	705,343
Oats	bush.	440,283	179,634
Oatmeal	lbs.	16,818,330	456,023
Rye	bush.	357,256	216,190
Rye flour	bbls.	3,341	11,781
Wheat	bush.	101,971,949	90,716,481
Wheat flour	bbls.	11,518,449	51,950,082
All other breadstuffs, and preparations of, used as food			672,438
Total			165,768,662
BRICKS:			
Building	M.	5,734	45,557
Fire			47,427
Total			92,984
Broom-corn			170,534
Brooms and brushes			172,883
Candles	lbs.	1,859,370	187,077
Carriages and horse-cars, and parts of			1,454,101
Cars, passenger and freight, for steam railroads	No.	1,106	653,298
Casings for sausages			538,236
CHEMICALS, DRUGS, DYES, AND MEDICINES:			
Acids			91,627
Ashes, pot and pearl	lbs.	889,592	35,050
Dyes and dye-stuffs			786,623
Ginseng	lbs.	330,831	689,735
Medicines, patent or proprietary			1,447,067
Roots, herbs, and barks, not elsewhere specified			145,113
All other			2,145,265
Total			5,340,480
CLOCKS AND WATCHES:			
Clocks, and parts of			1,104,107
Watches, and parts of			288,540
Total			1,392,647
COAL:			
Anthracite	tons.	680,138	2,822,833
Bituminous	tons.	643,563	1,703,492
Total	tons.	1,323,701	4,526,325
Coffee and cocoa, ground or prepared, and chocolate			77,412

No. 10.—SUMMARY *of* EXPORTS *of* DOMESTIC MERCHANDISE—Year *ending June* 30, 1887—Continued.

ARTICLES.	Quantities.	Values.
COPPER, AND MANUFACTURES OF:		*Dollars.*
Ore ..... tons..	15,364	1,693,924
Ingots, bars, and old ..... lbs..	19,580,923	1,917,828
Sheets ..... lbs..	154,743	30,072
All other manufactures of	.....	85,623
Total copper, etc., not including copper ore	.....	2,033,523
COTTON, AND MANUFACTURES OF:		
Unmanufactured—		
Sea-island ..... lbs..	8,021,497	1,798,272
Other ..... lbs..	2,161,435,833	204,423,785
Total ..... lbs..	2,169,457,330	206,222,057
Manufactures of—		
Cloths, colored ..... yards..	67,793,013	4,003,772
Cloths, uncolored ..... yards..	136,809,074	9,256,486
Total ..... yards..	204,602,087	13,260,258
Wearing apparel	.....	442,757
All other	.....	1,226,327
Total cotton, manufactures of	.....	14,929,342
EARTHEN, STONE, AND CHINA WARE:		
Earthen and stone ware	.....	246,897
China ware	.....	19,087
Total	.....	265,984
Eggs ..... doz..	372,772	60,686
FANCY ARTICLES:		
Perfumery and cosmetics	.....	322,059
Toys	.....	70,076
All other	.....	516,850
Total	.....	908,985
Fertilizers ..... tons..	220,792	1,397,534
FISH:		
Codfish, dried, smoked, and cured, including haddock, hake, and pollock ..... lbs..	16,943,748	587,082
Mackerel, pickled ..... bbls..	15,760	106,967
Salmon—		
Canned ..... lbs..	16,229,163	1,719,685
Other	.....	78,208
Fish, fresh, not elsewhere specified ..... lbs..	463,381	14,751
Fish, dried, smoked, and cured, not elsewhere specified ..... lbs..	4,978,826	265,130
Fish, pickled, not elsewhere specified ..... bbls..	20,310	109,652
Shell-fish—		
Oysters	.....	733,973
Other	.....	350,270
Total	.....	3,965,718
FLAX, HEMP, AND JUTE, MANUFACTURES OF:		
Bags	.....	388,322
Cordage ..... lbs..	7,627,183	699,161
Twine	.....	168,485
All other	.....	146,150
Total	.....	1,402,118
FRUITS:		
Apples, dried ..... lbs..	8,130,396	413,363
Apples, green or ripe ..... bbls..	591,868	1,382,872
Fruits, preserved—		
Canned	.....	506,794
Other	.....	29,489
All other, green, ripe, or dried	.....	337,447
Total	.....	2,669,965
Furs and fur-skins	.....	4,807,277
GLASS AND GLASSWARE:		
Window-glass	.....	15,955
All other	.....	867,549
Total	.....	883,504

No. 10.—SUMMARY of EXPORTS of DOMESTIC MERCHANDISE—Year ending June 30, 1887—Continued.

ARTICLES.	Quantities.	Values.
		Dollars.
Glucose or grape-sugar ..... lbs..	4,476,931	118,620
Glue ..... lbs..	275,362	39,773
Grease, grease scraps, and all soap-stock	.....	849,908
GUNPOWDER AND OTHER EXPLOSIVES:		
Gunpowder ..... lbs..	474,477	68,181
All other	.....	490,904
Total	.....	559,085
Hair, and manufactures of	.....	335,548
Hay ..... tons..	13,873	218,006
Hides and skins, other than furs	.....	765,655
Honey	.....	67,154
Hops ..... lbs..	260,721	54,970
Ice ..... tons..	41,978	93,270
INDIA-RUBBER AND GUTTA-PERCHA, MANUFACTURES OF:		
Boots and shoes ..... pairs..	86,166	81,190
All other	.....	753,114
Total	.....	834,304
Ink, printers' and other	.....	105,785
Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric	.....	599,262
IRON AND STEEL, AND MANUFACTURES OF:		
Iron ore ..... tons..	2,502	5,069
Pig-iron ..... tons..	7,801	142,949
Band, hoop, and scroll iron ..... lbs..	388,733	12,302
Bar-iron ..... lbs..	2,131,025	56,887
Car-wheels ..... No..	12,598	98,865
Castings, not elsewhere specified	.....	267,160
Cutlery	.....	136,546
Fire-arms	.....	664,253
Ingots, bars, and rods of steel	134,208	10,624
Locks, hinges, and other builders' hardware	.....	1,357,332
Machinery, not elsewhere specified	.....	4,607,714
Nails and spikes ..... lbs..	11,575,918	317,675
Plates and sheets—		
Of iron ..... lbs..	2,162,517	65,106
Of steel ..... lbs..	564,080	14,183
Printing-presses, and parts of	.....	162,754
Railroad bars or rails—		
Of iron ..... tons..	524	18,396
Of steel ..... tons..	2,241	74,330
Saws and tools	.....	1,305,706
Scales and balances	.....	225,564
Sewing-machines, and parts of	.....	2,212,853
Steam-engines, and parts of—		
Fire-engines ..... No..	3	9,083
Locomotive engines ..... No..	58	373,245
Stationary engines ..... No..	219	213,060
Boilers and parts of engines	.....	281,790
Stoves and ranges, and parts of	.....	200,658
Wire ..... lbs..	9,612,005	386,759
All other manufactures of iron and steel	.....	2,742,708
Total iron and steel, etc., not including iron ore	.....	15,958,502
Jewelry and manufactures of gold and silver	.....	474,324
Lamps, chandeliers, and all devices and appliances for illuminating purposes	.....	541,872
Lead, and manufactures of	.....	141,154
LEATHER, AND MANUFACTURES OF:		
Leather—		
Buff, grain, splits, and all finished upper leather	.....	3,073,833
Patent or enameled	.....	175,062
Sole ..... lbs..	30,530,488	5,695,151
All other	.....	225,473
Manufactures of—		
Boots and shoes ..... pairs..	623,714	732,517
Harness and saddles	.....	193,153
All other	.....	340,949
Total	.....	10,436,138
Lime and cement ..... bbls..	71,282	107,770

No. 10.—SUMMARY *of* **EXPORTS** *of* **DOMESTIC MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.		Quantities.	Values.
			Dollars.
MALT LIQUORS:			
In bottles	doz..	372,432	590,378
Not in bottles	galls..	203,972	66,335
Total			656,713
MARBLE AND STONE, AND MANUFACTURES OF:			
Unmanufactured			211,819
Manufactures of—			
Roofing slate			61,047
All other			287,486
Total			560,352
Matches			77,379
MUSICAL INSTRUMENTS:			
Organs	No..	7,228	462,859
Piano-fortes	No..	960	260,554
All other, and parts of			108,424
Total			831,837
NAVAL STORES:			
Rosin	bbls..	1,365,012	2,301,636
Tar	bbls..	20,471	39,772
Turpentine and pitch	bbls..	14,245	29,270
Total	bbls..	1,399,728	2,370,678
Oakum	lbs..	472,027	26,257
Oil cake and oil-cake meal	lbs..	622,295,233	7,309,691
OILS:			
Animal—			
Lard	galls..	975,163	519,274
Sperm	galls..	157,169	119,267
Whale and fish	galls..	1,348,804	352,114
Other	galls..	570,376	291,396
Total	galls..	3,051,512	1,282,051
Mineral, crude (including all natural oils, without regard to gravity)	galls..	76,062,878	4,860,382
Mineral, refined or manufactured—			
Naphthas (including all lighter products of distillation)	galls..	15,735,239	1,370,657
Illuminating	galls..	480,845,811	37,303,997
Lubricating and heavy paraffine oil	galls..	16,910,513	3,133,300
Residuum (including tar, and all other, from which the light bodies have been distilled)	bbls..	77,353	156,579
Total			41,964,533
Vegetable—			
Cotton-seed	galls..	4,067,138	1,578,935
Linseed	galls..	119,840	57,136
Volatile or essential			309,460
Other			65,689
Total			2,011,220
Ore, gold and silver-bearing			79,555
Paints and painters' colors			452,388
PAPER, AND MANUFACTURES OF:			
Paper-hangings			105,214
Writing-paper and envelopes			115,567
All other			897,757
Total			1,118,538
Paraffine and paraffine wax	lbs..	31,546,223	2,032,713
Plated ware			547,408
PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS:			
Meat products—			
Beef products—			
Beef, canned	lbs..	43,050,588	3,462,982
Beef, fresh	lbs..	83,560,874	7,228,412
Beef, salted or pickled	lbs..	36,287,188	1,972,246
Beef, other cured	lbs..	192,191	17,942
Tallow	lbs..	63,278,403	2,836,300
Mutton	lbs..	371,572	18,397

No. 10.—SUMMARY of EXPORTS of DOMESTIC MERCHANDISE—Year ending June 30, 1887—Continued.

ARTICLES.		Quantities.	Values.
PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS—Continued.			
Meat products—Continued.			
Oleomargarine—			*Dollars.*
Imitation butter	lbs.	834,574	88,848
The oil	lbs.	45,712,985	4,676,131
Pork products—			
Bacon	lbs.	364,417,744	27,338,943
Hams	lbs.	55,505,211	5,975,727
Pork, fresh	lbs.	23,930	1,233
Pork, pickled	lbs.	85,869,367	5,640,094
Lard	lbs.	321,533,746	22,703,921
Poultry and game			28,284
All other meat products			956,534
Dairy products—			
Butter	lbs.	12,531,171	1,983,698
Cheese	lbs.	81,255,994	7,594,633
Milk			258,971
Total			92,783,296
Quicksilver	lbs.	514,210	241,952
Rags	lbs.	4,225,580	51,102
Rice	lbs.	644,384	29,204
Salt	lbs.	4,224,685	25,270
SEEDS:			
Clover	lbs.	7,932,390	630,850
Cotton	lbs.	11,232,141	121,441
Timothy	lbs.	6,500,004	281,048
All other			874,070
Total			1,907,409
Silk, manufactures of			52,513
SOAP:			
Toilet or fancy			57,751
All other	lbs.	19,682,466	789,677
Total			847,428
Spermaceti and spermaceti wax	lbs.	336,222	139,656
Spices, ground or prepared	lbs.		42,112
SPIRITS:			
Alcohol	proof galls.	1,264,513	186,667
Pure, neutral, or cologne spirits	proof galls.	38,280	5,797
Rum	proof galls.	786,024	219,679
Whisky—			
Bourbon	proof galls.	360,561	318,921
Rye	proof galls.	39,271	32,907
All other	proof galls.	28,707	37,132
Total	proof galls.	2,517,356	801,103
Spirits of turpentine	galls.	10,209,883	3,489,895
Starch	lbs.	7,408,386	281,072
Stationery, except of paper			390,408
Stereotype and electrotype plates			25,799
Straw and palm-leaf, manufactures of			96,161
SUGAR AND MOLASSES:			
Molasses and sirup	galls.	11,002,318	1,293,000
Sugar, brown	lbs.	132,523	6,572
Sugar, refined	lbs.	190,672,154	11,435,765
Candy and confectionery			173,570
Total			12,908,907
Tin, manufactures of			137,551
TOBACCO, AND MANUFACTURES OF:			
Leaf	lbs.	293,666,995	25,637,983
Manufactures of—			
Stems and trimmings	lbs.	11,253,128	310,294
Cigars	M.	2,584	63,387
Cigarettes	M.	146,503	467,511
All other			2,751,497
Total			29,230,672
Trunks, valises, and traveling-bags			170,163
Umbrellas, parasols, and sunshades			2,911
Varnish	galls.	96,427	149,871

No. 10.—SUMMARY *of* EXPORTS *of* DOMESTIC MERCHANDISE—Year *ending June* 30, 1887—Continued.

ARTICLES.	Quantities.	Values.
VEGETABLES:		*Dollars.*
Onions ..... bush..	71,689	73,515
Pease and beans ..... bush..	387,222	562,864
Potatoes ..... bush..	434,864	318,259
Vegetables, canned	.....	228,567
All other, including pickles	.....	125,448
Total	.....	1,308,653
VESSELS SOLD TO FOREIGNERS:		
Steamers ..... tons..	87	40,343
Sailing-vessels ..... tons..	1,568	30,437
Total ..... tons..	1,655	70,780
Vinegar ..... galls..	58,479	10,069
Wax, bees' ..... lbs..	90,350	24,997
Whalebone ..... lbs..	173,452	523,267
WINE:		
In bottles ..... doz..	4,426	23,499
Not in bottles ..... galls..	282,607	191,672
Total	.....	215,171
WOOD, AND MANUFACTURES OF:		
Firewood ..... cords..	1,606	4,975
Lumber—		
Boards, deals, and planks ..... M feet..	424,760	6,531,144
Joists and scantling ..... M feet..	8,607	126,284
Hoops and hoop-poles	.....	213,852
Laths ..... M..	13,813	32,940
Paling, pickets, and bed-slats ..... M..	1,371	13,853
Shingles ..... M..	38,644	101,282
Shooks—		
Box	.....	136,754
Other ..... No..	902,269	938,505
Staves and headings	.....	2,005,955
All other lumber	.....	1,204,392
Timber—		
Sawed ..... M feet..	167,609	1,976,750
Hewed ..... cubic feet..	4,260,639	697,915
Logs and other timber	.....	1,041,278
Manufactures of—		
Doors, sash, and blinds	.....	273,328
Moldings, trimmings, and other house-finishings	.....	114,061
Hogsheads and barrels, empty	.....	456,992
Household furniture	.....	1,978,745
Wooden-ware	.....	325,986
All other	.....	1,479,943
Total	.....	19,654,934
WOOL, AND MANUFACTURES OF:		
Wool, raw ..... lbs..	257,940	78,002
Carpets ..... yards..	7,716	8,657
Flannels and blankets	.....	40,656
Wearing-apparel	.....	399,236
All other manufactures of	.....	90,793
Total wool, manufactures of	.....	539,342
ZINC, AND MANUFACTURES OF:		
Ore or oxide ..... tons..	1,209	44,152
Pigs, bars, plates, and sheets ..... lbs..	363,199	25,403
All other manufactures of	.....	18,554
Total zinc, etc., not including ore or oxide	.....	43,957
ALL ARTICLES NOT ELSEWHERE ENUMERATED:		
Unmanufactured articles	.....	404,781
Manufactured articles	.....	831,909
TOTAL VALUE OF EXPORTS OF DOMESTIC MERCHANDISE	.....	703,022,923
CARRIED IN CARS AND OTHER LAND VEHICLES	.....	18,784,852
CARRIED IN AMERICAN VESSELS: Steam	.....	33,706,531
Sail	.....	37,461,311
CARRIED IN FOREIGN VESSELS: Steam	.....	493,884,766
Sail	.....	119,185,463

See note at bottom of page 357.

No. 11.—*Quantities and values of* **EXPORTS** *of* **DOMESTIC MERCHAN**
and 10, *under the general classes "All other unmanufactured articles" and*

	ARTICLES.	Baltimore, Md.		Boston and Charlestown, Mass.	
		Quantities.	*Dollars.*	*Quantities.*	*Dollars.*
	Unmanufactured articles.				
1	Bladders				4, 210
2	Clay				
3	Feathers ... lbs			85, 573	7, 599
4	Gold and silver sweepings				9, 375
5	Hemp ... lbs				
6	Ivory, vegetable				
7	Mineral specimens				
8	Moss and seaweed				
9	Nickel ore and matte				
10	Plants, trees, and shrubs				1, 082
11	Platinum scraps				
12	Quills		16, 077		4, 430
13	Rice root ... lbs				
14	Sand				2, 071
15	Shells				
16	Silk waste ... lbs				
17	Sponges ... lbs				
18	Tin ashes				
19	Tin ore ... lbs				
20	Teasels ... lbs				
21	Whale fins				
22	All other unmanufactured articles		185		250
	TOTAL UNMANUFACTURED ARTICLES		16, 262		29, 017
	Manufactured articles.				
1	Asbestos, manufactures of				10, 029
2	Asphalt, manufactured				
3	Bells				2, 712
4	Carbon				1, 416
5	Cider ... galls	9	5	361, 614	53, 822
6	Coins, collection of				
7	Coke				18, 419
8	Corks				
9	Dental goods				
10	Emery cloth				
11	Emery wheels				297
12	Ginger ale ... doz. quarts				
13	Malt ... lbs				
14	Mineral coal-tar and pitch ... tons				
15	Nickel, manufactures of				
16	Personal effects				
17	Photographers' goods				184
18	Platinum, manufactures of				2, 200
19	Precious stones, cut				
20	Pulp, wood and other				
21	Rice polish				
22	Stearine ... lbs	1, 108, 120	56, 046	1, 651, 619	83, 054
23	Teeth				
24	Yeast and yeast cakes				
25	All other manufactured articles				1, 959
	TOTAL MANUFACTURED ARTICLES		56, 051		174, 092
	TOTAL UNMANUFACTURED ARTICLES		16, 262		29, 017
	TOTAL		72, 313		203, 109

DISE NOT ENUMERATED *but included in the preceding statements Nos.* 8, 9, *"All other manufactured articles," during the* **Year** *ending June* 30, **1887.**

Champlain, N. Y.	Corpus Christi, Tex.	Detroit, Mich.	Genesee, N. Y.	Minnesota, Minn.		New Orleans, La.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	
								1
6,452		565						2
				491	273			3
								4
								5
								6
							10	7
			32					8
								9
250	345		12,748		1,920			10
								11
								12
								13
5,360		5,658			123			14
							875	15
								16
								17
								18
								19
								20
								21
871			10		251		23	22
12,933	345	6,223	12,790		2,567		908	
								1
3,308								2
								3
								4
						197	49	5
								6
	6,966						177	7
25					466			8
								9
	7							10
								11
				20	44	270	280	12
								13
								14
								15
							2,870	16
			70				801	17
								18
								19
							2,080	20
						3,482,246	19,297	21
								22
400								23
					836			24
530	396	*a*31,132	45		160		536	25
4,263	7,369	31,132	115		1,506		26,090	
12,933	345	6,223	12,790		2,567		908	
17,196	7,714	37,355	12,905		4,073		26,998	

a Returned as "Merchandise not specified."

No. 11.—EXPORTS *of* DOMESTIC MERCHANDISE NOT

	ARTICLES.	New York, N. Y.		Oswego, N. Y.	Philadelphia, Pa.	
	Unmanufactured articles.	*Quantities.*	*Dollars.*	*Dollars.*	*Quantities.*	*Dollars.*
1	Bladders					
2	Clay		9,002			
3	Feathers ... lbs.	149,196	20,267			
4	Gold and silver sweepings		97,042			5,800
5	Hemp ... lbs.	20,250	1,000			
6	Ivory, vegetable		1,640			
7	Mineral specimens					7,550
8	Moss and seaweed					
9	Nickel ore and matte		7,500			
10	Plants, trees, and shrubs		9,258	208		1,117
11	Platinum scraps		17,500			
12	Quills		3,391			
13	Rice root ... lbs.	23,916	2,119			
14	Sand		3,721	5,566		197
15	Shells		15,447			
16	Silk waste ... lbs.	121,916	53,713			
17	Sponges ... lbs.	59,105	37,585			
18	Tin ashes		1,262			
19	Tin ore ... lbs.	35,065	1,600			
20	Teasels ... lbs.	21,458	4,114			
21	Whale fins		1,591			
22	All other unmanufactured articles		5,093			659
	TOTAL UNMANUFACTURED ARTICLES		292,845	5,774		15,323
	Manufactured articles.					
1	Asbestos, manufactures of		162			
2	Asphalt, manufactured		1,000			
3	Bells					
4	Carbon					
5	Cider ... galls.	188,448	26,375		40	13
6	Coins, collection of		3,625			
7	Coke		5,222			
8	Corks					
9	Dental goods		26,108			30
10	Emery cloth		4,024			
11	Emery wheels		35,290			
12	Ginger ale ... doz. quarts	6,813	11,993		62	62
13	Malt ... lbs.	227,984	7,797			
14	Mineral coal-tar and pitch ... tons	1,207	1,000		4,842	4,750
15	Nickel, manufactures of		55,910			
16	Personal effects					
17	Photographers' goods					
18	Platinum, manufactures of					
19	Precious stones, cut		3,325			
20	Pulp, wood and other		911			
21	Rice polish					
22	Stearine ... lbs.					
23	Teeth		46,937			1,806
24	Yeast and yeast cakes					
25	All other manufactured articles		875			535
	TOTAL MANUFACTURED ARTICLES		230,554			7,196
	TOTAL UNMANUFACTURED ARTICLES		292,845	5,774		15,323
	TOTAL		523,399	5,774		22,519

ENUMERATED, *etc.*—**Year** *ending June* 30, **1887**—Continued.

San Francisco, Cal.		Vermont, Vt.	All other customs districts.		Total.		
Quantities.	*Dollars.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	
						4,210	1
				755		16,774	2
			6,122	3,143	241,382	31,282	3
						112,217	4
					20,250	1,000	5
						1,640	6
						7,560	7
				840		872	8
						7,500	9
				4,300		31,228	10
						17,500	11
						23,898	12
					23,916	2,119	13
				18		22,714	14
				250		16,572	15
					121,916	53,713	16
			1	1	59,106	37,586	17
						1,262	18
					35,065	1,600	19
					21,458	4,114	20
						1,591	21
				487		7,829	22
				9,794		404,781	
						10,191	1
						4,308	2
				400		3,112	3
						1,416	4
			888	189	551,196	80,453	5
						3,625	6
				3,712		34,496	7
	527					1,018	8
				100		26,238	9
				50		4,081	10
						35,587	11
					7,165	12,379	12
1,395,339	32,939		2,078	51	1,625,401	40,787	13
					6,049	5,750	14
						55,910	15
						2,870	16
				40		1,095	17
						2,200	18
						3,325	19
						2,991	20
					3,482,246	19,297	21
					2,759,639	139,100	22
						49,143	23
						836	24
		*a*252,920		2,613		291,701	25
	33,466	252,920		7,155		831,909	
				9,794		404,781	
	33,466	252,920		16,949		1,236,690	

a Returned as "Merchandise not specified."

No. 12.

STATEMENT

SHOWING THE VALUES

OF

EXPORTS OF DOMESTIC COIN AND BULLION,

BY COUNTRIES

AND

BY CUSTOMS DISTRICTS,

DURING THE

YEAR ENDING JUNE 30, 1887.

7981 C N 87——24

No. 12.—*Statement showing the values of* **EXPORTS** *of* **DOMESTIC COIN**
ing the **Year** *ending*

EXPORTS OF COIN AND

	COUNTRIES TO WHICH EXPORTED.	GOLD.		
		Bullion.		Coin.
		Bars, United States Mint or Assay Office.	Other.	
		Dollars.	*Dollars.*	*Dollars.*
1	Central American States: Costa Rica	.....	.....	9,677
2	Guatemala	.....	.....	2,716
3	Honduras	.....	.....	5,500
4	Nicaragua	.....	.....	6,000
5	San Salvador	.....	.....	10,000
6	China	.....	.....	.....
7	France	.....	.....	.....
8	Germany	1,968,557	3,747	.....
9	England	14,894	133,932	33,410
10	British West Indies	.....	.....	4,100
11	British Honduras	.....	.....	500
12	British East Indies	.....	.....	.....
13	Hong-Kong	.....	23,404	325,440
14	Hawaiian Islands	.....	.....	920,400
15	Hayti	.....	.....	300,173
16	Japan	.....	.....	.....
17	Dutch West Indies	.....	.....	14,820
18	Peru	.....	.....	100,000
19	San Domingo	.....	.....	24,946
20	Cuba	.....	.....	.....
21	United States of Colombia	10,000	.....	931,677
22	Venezuela	.....	.....	861,411
	Total	1,993,451	161,083	3,550,770

EXPORTS OF COIN AND BULLION.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.			
1	Baltimore, Md	.....	.....	7,500
2	Boston and Charlestown, Mass	.....	.....	2,200
3	New Orleans, La	.....	.....	9,677
4	New York, N. Y	1,993,451	137,679	2,265,727
5	Philadelphia, Pa	.....	.....	110
6	San Francisco, Cal	.....	23,404	1,265,556
	Total	1,993,451	161,083	3,550,770

and **BULLION,** *by* **COUNTRIES** *and by* **CUSTOMS DISTRICTS,** *dur-*
June 30, **1887.**

BULLION, BY COUNTRIES.

SILVER.				RECAPITULATION.						
Bullion.		Coin.		Carried in cars and other land vehicles.	Carried in American vessels.		Carried in foreign vessels.		TOTAL VALUE OF EXPORTS OF DOMESTIC COIN AND BULLION.	
Bars, United States Mint or Assay Office.	Other.	Trade dollars.	Other.		Steam.	Sail.	Steam.	Sail.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	9,677	.....	9,677	1
.....	5,169	.....	.....	.....	7,885	.....	.....	.....	7,885	2
.....	.....	.....	.....	.....	5,000	500	.....	.....	5,500	3
.....	.....	.....	1,500	.....	.....	1,500	6,000	.....	7,500	4
.....	.....	.....	.....	.....	10,000	.....	.....	.....	10,000	5
.....	117,500	.....	.....	.....	.....	.....	117,500	.....	117,500	6
31,000	907,250	.....	.....	.....	.....	.....	938,250	.....	938,250	7
.....	56,100	.....	.....	.....	.....	.....	2,028,404	.....	2,028,404	8
31,400	7,025,666	10	213	.....	.....	.....	7,239,525	.....	7,239,525	9
.....	.....	.....	2,334	.....	2,184	.....	4,250	.....	6,434	10
.....	.....	.....	10,075	.....	.....	.....	10,575	.....	10,575	11
100,100	1,625,103	.....	.....	.....	1,161,635	.....	563,568	.....	1,725,203	12
84,100	3,970,100	.....	.....	.....	2,553,705	.....	1,849,339	.....	4,403,044	13
.....	.....	.....	.....	.....	200,400	.....	720,000	.....	920,400	14
.....	.....	.....	2,977	.....	59,166	.....	243,984	.....	303,150	15
103,777	2,880,448	.....	.....	.....	1,588,225	.....	1,396,000	.....	2,984,225	16
.....	.....	.....	10,582	.....	25,402	.....	.....	.....	25,402	17
.....	.....	.....	2,598	.....	102,598	.....	.....	.....	102,598	18
.....	.....	.....	28,559	.....	53,505	.....	.....	.....	53,505	19
.....	.....	.....	4,475	.....	3,530	945	.....	.....	4,475	20
.....	4,000	.....	.....	.....	942,077	.....	3,600	.....	946,677	21
.....	.....	.....	.....	.....	861,411	.....	.....	.....	861,411	22
350,377	16,591,336	10	63,313	.....	7,576,723	2,945	15,130,672	.....	22,710,340	

BY CUSTOMS DISTRICTS.

.....	.....	.....	250	.....	.....	.....	7,750	.....	7,750	1
.....	.....	.....	.....	.....	2,200	.....	.....	.....	2,200	2
.....	.....	.....	.....	.....	.....	.....	9,677	.....	9,677	3
62,400	7,993,016	.....	62,850	.....	2,045,673	2,945	10,466,505	.....	12,515,123	4
.....	.....	10	213	.....	.....	.....	333	.....	333	5
287,977	8,598,320	.....	.....	.....	5,528,850	.....	4,646,407	.....	10,175,257	6
350,377	16,591,336	10	63,313	.....	7,576,723	2,945	15,130,672	.....	22,710,340	

SUMMARY OF TOTAL VALUES OF EXPORTS OF DOMESTIC COIN AND BULLION.

	Dollars.
GOLD: Bars, United States Mint or Assay Office	1,993,451
Other Bullion	161,083
Coin	3,550,770
Total gold	5,705,304
SILVER: Bars, United States Mint or Assay Office	350,377
Other bullion	16,591,336
Coin: Trade-dollars	10
Other	63,313
Total silver	17,005,036
TOTAL	22,710,340
CARRIED IN CARS AND OTHER LAND VEHICLES	.....
CARRIED IN AMERICAN VESSELS: Steam	7,576,723
Sail	2,945
CARRIED IN FOREIGN VESSELS: Steam	15,130,672
Sail	.....

No. 13.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

EXPORTS OF FOREIGN MERCHANDISE,

BY COUNTRIES,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	FREE OF DUTY.				
		ANIMALS, NOT ELSEWHERE SPECIFIED. All other, including fowls.	Articles the growth, produce, or manufacture of the United States, returned.	Art-works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists.	Asphaltum or bitumen, crude.	
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic					
2	Austria					
3	Belgium					
4	Brazil					
5	Central American States: Costa Rica		30			
6	Guatemala	80				
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					
12	Danish West Indies	40				
13	Ecuador					
14	France					
15	French West Indies					
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other					
20	Germany		2,970		391,417	3,411
21	England	20	7	2,750		
22	Scotland					
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd				14,130	183
26	Quebec, Ontario, Manitoba, and the N. W. Ter.					
27	British Columbia					
28	Newfoundland and Labrador					
29	British West Indies		4,880			
30	British Guiana					
31	British Honduras					
32	British East Indies					
33	Hong-Kong					
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia					
36	Hawaiian Islands					
37	Hayti					
38	Italy					
39	Japan		334			
40	Liberia					
41	Mexico		40			
42	Netherlands					
43	Dutch West Indies					
44	Dutch Guiana					
45	Peru					
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands					
48	Russia, Asiatic					
49	San Domingo					
50	Spain					
51	Cuba					
52	Porto Rico					
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia		200		600	12
56	Uruguay					
57	Venezuela					
58	All other islands and ports		81			
	Total	140	8,542	2,750	406,147	3,606

by **COUNTRIES—Year** *ending June* 30, **1887.**

FREE OF DUTY.										
	CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.									
Books and other printed matter, not elsewhere specified.	Barks: Cinchona, or other, used in the manufacture of quinia.		Cochineal.		Dye-woods in sticks.			Gums.		
					Logwood.		All other.	Arabic.		
Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
			606	181						1
										2
										3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
3,240										14
										15
										16
										17
										18
										19
										20
60	5,250	1,950						14,604	3,763	21
										22
										23
										24
								105	36	25
							219			26
										27
										28
										29
										30
										31
										32
										33
										34
										35
										36
										37
										38
										39
										40
200	2	3			1	30				41
										42
								65	18	43
										44
										45
										46
										47
										48
										49
										50
								2,623	555	51
										52
										53
										54
										55
										56
								200	55	57
										58
3,500	5,252	1,953	606	181	1	30	219	17,597	4,427	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	FREE OF DUTY.			
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.			
		Gums.			
		Camphor, crude.		Cutch, or catechu, and terra japonica, or gambia.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France				
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands			7,383	415
18	French Possessions in Africa and adjacent islands				
19	French Possessions, all other				
20	Germany				
21	England				
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, New Brunswick, and Prince Ed. Island			24,140	1,000
26	Quebec, Ontario, Manitoba, and the N. W. Ter	220	100		
27	British Columbia				
28	Newfoundland and Labrador				
29	British West Indies				
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Possessions in Africa and adjacent islands				
35	British Possessions in Australasia				
36	Hawaiian Islands				
37	Hayti				
38	Italy				
39	Japan			3,600	195
40	Liberia				
41	Mexico				
42	Netherlands				
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba				
52	Porto Rico				
53	Spanish Possessions in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia				
56	Uruguay				
57	Venezuela				
58	All other islands and ports				
	Total	220	100	35,123	1,010

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.										
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.										
Gums.				Indigo.		Lime, chloride of, or bleaching powder.		Licorice-root.		
Shellac.		All other gums and gum-resins, not elsewhere specified.								
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	97,722	9,002	19,788	10,437	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
160	16	.....	.....	.....	.....	2,160	65	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
424	58	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
325	40	1,001	361	.....	.....	.....	.....	.....	.....	41
.....	.....	58,876	5,360	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	27	4	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	596	405	.....	.....	.....	.....	.....	.....	50
562	91	10,762	2,765	50	25	9,451	339	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
777	156	189	34	200	100	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	227	94	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
2,248	361	169,373	18,021	20,038	10,562	11,611	404	27	4	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	FREE OF DUTY.					
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.					
		Mineral waters, all not artificial.		Quinia, sulphate of, salts of, and cinchonidia.		Soda, nitrate of.	
		Gallons.	*Dollars.*	*Ounces.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic						
2	Austria						
3	Belgium						
4	Brazil						
5	Central American States: Costa Rica						
6	Guatemala						
7	Honduras						
8	Nicaragua						
9	San Salvador						
10	Chili						
11	Denmark						
12	Danish West Indies						
13	Ecuador						
14	France						
15	French West Indies						
16	French Guiana						
17	Miquelon, Langley, and St. Pierre Islands						
18	French Poss. in Africa and adjacent islands						
19	French Possessions, all other						
20	Germany					5,828,533	126,321
21	England						
22	Scotland						
23	Ireland						
24	Gibraltar						
25	Nova Scotia, N. Brunswick, and Pr. Ed. Is'ld					139,470	3,025
26	Quebec, Ontario, Manitoba, and the N. W. T						
27	British Columbia	220	89				
28	Newfoundland and Labrador						
29	British West Indies						
30	British Guiana						
31	British Honduras						
32	British East Indies						
33	Hong-Kong						
34	British Poss. in Africa and adjacent islands						
35	British Possessions in Australasia						
36	Hawaiian Islands	90	40				
37	Hayti						
38	Italy						
39	Japan						
40	Liberia						
41	Mexico	50	50	2	3		
42	Netherlands						
43	Dutch West Indies						
44	Dutch Guiana						
45	Peru						
46	Portugal						
47	Azore, Madeira, and Cape Verde Islands						
48	Russia, Asiatic						
49	San Domingo						
50	Spain						
51	Cuba	225	52				
52	Porto Rico						
54	Spanish Poss. in Africa and adjacent islands						
54	Sweden and Norway						
55	United States of Colombia						
56	Uruguay						
57	Venezuela	12	7	160	107		
58	All other islands and ports						
	Total	597	238	162	110	5,968,003	129,346

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.					Cocoa, or cacao, crude, and leaves and shells of.		Coffee.		
Sulphur or brimstone, crude.		Vanilla beans.		All other.					
Tons.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	651	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	1,760	170,961	17,574	1,432,032	149,859	3
.....	.....	.....	.....	146	.....	.....	.....	.....	4
.....	.....	.....	.....	178	2,214	310	140	24	5
.....	.....	.....	.....	321	.....	.....	372	41	6
.....	.....	.....	.....	190	.....	.....	16,676	2,274	7
.....	.....	.....	.....	613	14,929	2,951	6,055	1,172	8
.....	.....	.....	.....	568	.....	.....	.....	.....	9
.....	.....	.....	.....	37	.....	.....	.....	.....	10
.....	.....	.....	.....	6,966	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	37	.....	.....	.....	.....	13
.....	.....	1,290	10,240	40,646	496,292	56,388	8,181,882	913,358	14
.....	.....	.....	.....	.....	.....	.....	14,231	1,868	15
.....	.....	.....	.....	.....	.....	.....	6,735	956	16
.....	.....	.....	.....	.....	.....	.....	30,707	4,878	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	10	.....	.....	7,422	1,044	19
.....	.....	.....	.....	42,613	113,970	16,136	3,906,382	432,928	20
.....	.....	273	803	87,827	349,657	38,756	5,216,685	570,190	21
.....	.....	.....	.....	195	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	24
20	400	.....	.....	686	60,037	7,631	1,850	355	25
.....	.....	.....	.....	54	.....	.....	103,304	19,979	26
.....	.....	.....	.....	144	.....	.....	96,442	15,373	27
.....	.....	.....	.....	338	.....	.....	3,591	471	28
.....	.....	.....	.....	258	4,496	480	124,990	15,706	29
.....	.....	.....	.....	2,000	.....	.....	25,242	3,292	30
.....	.....	5	15	231	2,787	413	13,955	1,825	31
.....	.....	.....	.....	380	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	13	.....	.....	.....	.....	34
.....	.....	.....	.....	364	1,515	253	435,749	61,409	35
.....	.....	.....	.....	225	.....	.....	87,976	11,919	36
.....	.....	.....	.....	87	.....	.....	.....	.....	37
.....	.....	.....	.....	1,794	770	141	880,220	85,925	38
.....	.....	.....	.....	2,762	.....	.....	411,045	41,685	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	1,666	702,624	116,487	2,423,555	326,851	41
.....	.....	.....	.....	1,183	.....	.....	1,476,370	204,862	42
.....	.....	.....	.....	96	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	27	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	1,034	103	47
.....	.....	.....	.....	.....	.....	.....	1,821	317	48
.....	.....	.....	.....	339	.....	.....	.....	.....	49
.....	.....	.....	.....	3,521	.....	.....	94,896	7,600	50
.....	.....	.....	.....	4,671	21,048	2,911	270,887	53,212	51
.....	.....	.....	.....	795	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	19,509	3,048	7,702	741	53
.....	.....	.....	.....	320	.....	.....	.....	.....	54
.....	.....	.....	.....	5,282	.....	.....	6,418	764	55
.....	.....	.....	.....	116	1,050	193	.....	.....	56
.....	.....	.....	.....	3,296	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	3,217	419	58
20	400	1,568	11,058	213,406	1,961,859	263,672	25,289,583	2,931,400	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	FREE OF DUTY.				
		Coir yarn.		Cork-wood, or cork bark, unmanufactured.	Cotton, unmanufactured.	
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic					
2	Austria					
3	Belgium					
4	Brazil					
5	Central American States: Costa Rica					
6	Guatemala					
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					
12	Danish West Indies					
13	Ecuador					
14	France				48,595	3,058
15	French West Indies					
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other					
20	Germany				98,742	14,610
21	England	27,040	600		569,034	71,270
22	Scotland					
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and Pr. Ed. Island					
26	Quebec, Ontario, Manitoba, and the N. W. Ter.			33		
27	British Columbia					
28	Newfoundland and Labrador					
29	British West Indies					
30	British Guiana					
31	British Honduras					
32	British East Indies					
33	Hong-Kong					
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia					
36	Hawaiian Islands					
37	Hayti					
38	Italy					
39	Japan					
40	Liberia					
41	Mexico					
42	Netherlands					
43	Dutch West Indies					
44	Dutch Guiana					
45	Peru					
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands					
48	Russia, Asiatic					
49	San Domingo					
50	Spain					
51	Cuba					
52	Porto Rico					
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia					
56	Uruguay					
57	Venezuela					
58	All other islands and ports					
	Total	27,040	600	33	716,371	88,938

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.											
Eggs.		Farinaceous substances, and preparations of, not elsewhere specified.	FERTILIZERS.			FISH, NOT ELSEWHERE SPECIFIED.		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			
			Phosphates, crude or native, for fertilizing purposes.		All other.	Lobsters, canned or preserved.	All other.	Bananas.	Cocoanuts.	All other.	
Dozens.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
						5,338					1
											2
											3
						573					4
											5
		246								47	6
										2	7
										8	8
											9
						1,535					10
						1,620					11
		33									12
						1,345					13
						34,806				90	14
											15
						132					16
											17
											18
											19
					325	8,450		26	184	241	20
						5,363		1,647	71,791	11,799	21
									12,956		22
											23
											24
		131						824	301	704	25
11,550	1,716	363				125					26
		1,252								1,258	27
								48	457		28
		34	15	295	716				187	117	29
						750				35	30
										15	31
											32
											33
						145					34
						17,591					35
		115								100	36
							30			14	37
						75					38
											39
											40
		1,124				125	2			521	41
						50					42
										175	43
											44
						250					45
											46
											47
											48
										50	49
											50
		49								675	51
		17				125					52
											53
						3,750					54
200	11					4,917	60			163	55
						625					56
										228	57
											58
11,750	1,727	3,364	15	295	1,041	87,690	92	2,545	85,876	16,242	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	FREE OF DUTY.			
				HIDES AND SKINS, OTHER THAN FUR-SKINS.	
		Furs and fur-skins, undressed.	Hair, not elsewhere specified.	Goat-skins.	All other.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				5,865
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark		30		
12	Danish West Indies				
13	Ecuador				
14	France				33,488
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other				
20	Germany	12,735	200		7,934
21	England	189,545	14,925	97	22,969
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, New Brunswick, and Pr. Ed. Isl'd		80		5,000
26	Quebec, Ontario, Manitoba, and the N. W. Ter				4,436
27	British Columbia				
28	Newfoundland and Labrador				
29	British West Indies				
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia				
36	Hawaiian Islands				
37	Hayti				
38	Italy				2,428
39	Japan				
40	Liberia				
41	Mexico				20
42	Netherlands				116
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				700
51	Cuba				
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia				
56	Uruguay				
57	Venezuela				
58	All other islands and ports				
	Total	202,280	15,235	97	82,956

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
Household and personal effects, and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad.	India-rubber and gutta-percha, crude.		IVORY.				OILS, NOT ELSEWHERE SPECIFIED.		
			Animal.		Vegetable.		Fixed or expressed.		
Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	51	31	.....	.....	.....	.....	1,106,838	49,821	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	58,791	32,957	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
1,486	265,046	134,721	1,476	1,948	532,319	13,359	.....	.....	20
388	214,536	100,742	3,084	7,020	22,310	410	2,761,647	147,806	21
.....	93,731	48,858	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	13,112	815	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	12,022	828	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	1,300	520	.....	.....	.....	.....	.....	.....	38
.....	525	329	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	40
1,602	.....	.....	.....	.....	.....	.....	3,534	212	41
.....	4,016	3,212	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
70	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	1,415	88	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	114	52	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	54
15	207	92	.....	.....	.....	.....	3,458	211	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	29,420	2,136	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
3,561	638,317	321 514	4,560	8,968	554,629	13,769	3,931,446	201,917	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	FREE OF DUTY.				
		OILS, NOT ELSEWHERE SPECIFIED.		PAPER-STOCK, CRUDE.		Seeds, not medicinal, not elsewhere specified.
		Volatile or essential.		Rags, other than woolen.		
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*
1	Argentine Republic					
2	Austria					
3	Belgium					
4	Brazil					
5	Central American States: Costa Rica					
6	Guatemala					64
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					1,767
12	Danish West Indies					
13	Ecuador					
14	France					
15	French West Indies					
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other					
20	Germany	1,926	4,335			
21	England	600	1,200	4,981	250	
22	Scotland	450	965	22,931	1,079	
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and P'r. Ed. Isl'd					
26	Quebec, Ontario, Manitoba, and the N. W. T.					
27	British Columbia					
28	Newfoundland and Labrador	60	70			
29	British West Indies					40
30	British Guiana					
31	British Honduras					
32	British East Indies					
33	Hong-Kong					
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia					
36	Hawaiian Islands					27
37	Hayti					286
38	Italy					
39	Japan					
40	Liberia					
41	Mexico					2,076
42	Netherlands					
43	Dutch West Indies					75
44	Dutch Guiana					
45	Peru					
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands					
48	Russia, Asiatic					
49	San Domingo					60
50	Spain					
51	Cuba	23	51			67
52	Porto Rico					
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia					3,475
56	Uruguay					
57	Venezuela					206
58	All other islands and ports					
	Total	3,059	6,621	27,912	1,329	8,143

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
SILK, UNMANUFACTURED.					SPICES, UNGROUND.				
Eggs (silk-worms').	Raw, or as reeled from the cocoon.		Waste.		Nutmegs.		Pepper.		
Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
							226	37	1
									2
									3
					68	39	45,648	7,110	4
					20	11	373	61	5
							8,006	1,270	6
							1,805	289	7
							2,458	428	8
					68	44	134	28	9
									10
									11
							3,421	564	12
							5,633	972	13
6,300	5,780	26,248					37,256	9,470	14
									15
									16
							2,433	424	17
									18
							574	102	19
									20
	1,999	8,301	1,093	550			74,169	6,675	21
									22
									23
									24
							4,777	680	25
							950	190	26
					66	33	5,444	1,015	27
									28
					37	14	1,630	258	29
									30
							710	118	31
									32
									33
									34
									35
									36
					1,511	627	38,583	6,266	37
									38
									39
									40
					331	160	85,242	13,201	41
									42
					88	41	1,405	225	43
									44
							5,559	885	45
									46
									47
									48
					131	60	5,371	820	49
									50
					200	107	20,372	3,229	51
							72,921	11,331	52
									53
									54
					108	56	12,249	1,964	55
									56
					2,869	1,151	42,281	6,220	57
							120	26	58
6,300	7,779	34,549	1,093	550	5,497	2,343	479,750	73,858	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	FREE OF DUTY.			
		SPICES, UNGROUND.		Tea.	
		All other.			
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic	880	91	.....	.....
2	Austria	.....	.....	.....	.....
3	Belgium	.....	.....	.....	.....
4	Brazil	127	28	11,947	4,326
5	Central American States: Costa Rica	.....	.....	458	164
6	Guatemala	17,293	3,277	17,312	2,801
7	Honduras	100	22	30	17
8	Nicaragua	.....	.....	907	327
9	San Salvador	.....	.....	127	56
10	Chili	.....	.....	44	23
11	Denmark	.....	.....	10	4
12	Danish West Indies	.....	.....	3,944	1,068
13	Ecuador	.....	.....	530	137
14	France	69,769	3,393	7,130	399
15	French West Indies	.....	.....	75	22
16	French Guiana	.....	.....	.....	.....
17	Miquelon, Langley, and St. Pierre Islands	.....	.....	24,432	4,279
18	French Possessions in Africa and adjacent islands	.....	.....	75	67
19	French Possessions, all other	423	74	8,457	2,209
20	Germany	593,292	30,410	100	32
21	England	400,365	16,680	98,960	34,832
22	Scotland	860	56	140	70
23	Ireland	.....	.....	280	250
24	Gibraltar	.....	.....	.....	.....
25	Nova Scotia, New Brunswick, and Pr. Edward Island	12,006	735	9,472	1,770
26	Quebec, Ontario, Manitoba, and the Northwest Ter	659	92	1,958,232	299,221
27	British Columbia	2,930	591	52,932	13,116
28	Newfoundland and Labrador	.....	.....	.....	.....
29	British West Indies	407	72	46,227	14,637
30	British Guiana	.....	.....	285	163
31	British Honduras	187	34	894	220
32	British East Indies	.....	.....	.....	.....
33	Hong-Kong	.....	.....	.....	.....
34	British Possessions in Africa and adjacent islands	.....	.....	.....	.....
35	British Possessions in Australasia	3,972	456	.....	.....
36	Hawaiian Islands	.....	.....	26,568	6,511
37	Hayti	5,408	811	163	89
38	Italy	.....	.....	453	175
39	Japan	.....	.....	15,845	4,084
40	Liberia	.....	.....	216	86
41	Mexico	33,998	7,743	39,297	7,728
42	Netherlands	.....	.....	.....	.....
43	Dutch West Indies	1,442	119	124	62
44	Dutch Guiana	.....	.....	.....	.....
45	Peru	250	35	658	395
46	Portugal	.....	.....	.....	.....
47	Azore, Madeira, and Cape Verde Islands	.....	.....	320	112
48	Russia, Asiatic	.....	.....	2,496	749
49	San Domingo	7,280	804	440	211
50	Spain	.....	.....	.....	.....
51	Cuba	30,871	4,519	7,047	2,203
52	Porto Rico	11,153	1,258	1,023	416
53	Spanish Possessions in Africa and adjacent islands	.....	.....	.....	.....
54	Sweden and Norway	.....	.....	.....	.....
55	United States of Colombia	16,617	2,524	7,163	2,806
56	Uruguay	1,488	109	180	40
57	Venezuela	74,877	6,028	890	372
58	All other islands and ports	.....	.....	4,152	920
	Total	1,286,654	79,961	2,350,035	407,169

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
			ARTICLES ADMITTED FREE UNDER RECIPROCITY TREATY WITH HAWAIIAN ISLANDS.						
Tin, bars, blocks, or pigs, grain or granulated.		Wood, unmanufactured, not elsewhere specified.	Rice		Molasses.		All other free articles.	TOTAL FREE OF DUTY.	
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	6,298	1
.....	.....	.....	.....	.....	.....	.....	3,000	3,000	2
.....	.....	.....	.....	.....	.....	.....	47,256	272,166	3
.....	.....	.....	.....	.....	.....	.....	.....	12,222	4
.....	.....	.....	.....	.....	.....	.....	.....	778	5
.....	.....	.....	.....	.....	.....	.....	.....	8,147	6
.....	.....	.....	.....	.....	.....	.....	.....	2,794	7
.....	.....	.....	.....	.....	.....	.....	.....	5,499	8
.....	.....	25	.....	.....	.....	.....	.....	721	9
.....	.....	.....	.....	.....	.....	.....	.....	1,595	10
.....	.....	.....	.....	.....	.....	.....	.....	10,387	11
.....	.....	.....	.....	.....	.....	.....	.....	1,705	12
.....	.....	.....	.....	.....	.....	.....	.....	2,491	13
.....	.....	2,211	.....	.....	.....	.....	50,730	1,227,022	14
.....	.....	.....	.....	.....	.....	.....	.....	1,890	15
.....	.....	.....	.....	.....	.....	.....	.....	1,088	16
.....	.....	25	.....	.....	.....	.....	.....	10,021	17
.....	.....	.....	.....	.....	.....	.....	.....	67	18
151	39	.....	.....	.....	.....	.....	.....	3,478	19
.....	.....	2,255	.....	.....	.....	.....	86,987	944,617	20
.....	.....	74,887	.....	.....	.....	.....	33,681	1,548,993	21
.....	.....	1,148	.....	.....	.....	.....	148	65,475	22
.....	.....	.....	.....	.....	.....	.....	.....	250	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	24
37,695	7,637	1,380	.....	.....	.....	.....	520	33,893	25
800	12	.....	.....	.....	.....	.....	.....	326,540	26
81,268	19,414	.....	28,800	1,328	4,779	538	.....	54,151	27
.....	.....	.....	.....	.....	.....	.....	.....	1,384	28
.....	.....	.....	.....	.....	.....	.....	3	38,606	29
.....	.....	.....	.....	.....	.....	.....	.....	6,240	30
.....	.....	.....	.....	.....	.....	.....	.....	2,871	31
.....	.....	.....	.....	.....	.....	.....	.....	380	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	158	34
.....	.....	16	.....	.....	.....	.....	.....	80,089	35
300	81	.....	.....	.....	.....	.....	137	19,155	36
.....	.....	.....	.....	.....	.....	.....	.....	8,268	37
.....	.....	1,361	.....	.....	.....	.....	2,800	95,219	38
.....	.....	296	.....	.....	.....	.....	.....	49,685	39
.....	.....	.....	.....	.....	.....	.....	.....	86	40
1,591	101	288	.....	.....	.....	.....	205	480,839	41
.....	.....	.....	.....	.....	.....	.....	.....	214,783	42
.....	.....	.....	.....	.....	.....	.....	.....	815	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	1,592	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	285	47
.....	.....	.....	.....	.....	.....	.....	.....	1,066	48
.....	.....	.....	.....	.....	.....	.....	.....	2,432	49
.....	.....	.....	.....	.....	.....	.....	.....	12,226	50
.....	.....	668	.....	.....	.....	.....	238	76,479	51
.....	.....	.....	.....	.....	.....	.....	.....	13,942	52
.....	.....	.....	.....	.....	.....	.....	.....	3,789	53
.....	.....	.....	.....	.....	.....	.....	.....	4,070	54
.....	.....	.....	3,500	136	.....	.....	.....	22,978	55
.....	.....	.....	.....	.....	.....	.....	.....	1,083	56
.....	.....	.....	.....	.....	.....	.....	.....	19,900	57
.....	.....	.....	.....	.....	.....	.....	.....	1,446	58
121,805	27,284	84,560	32,300	1,464	4,779	538	225,705	5,705,154	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.				
		ANIMALS, NOT ELSEWHERE SPECIFIED.				
		Horses.		Sheep.		All other.
		No.	*Dollars.*	*No.*	*Dollars.*	*Dollars.*
1	Argentine Republic					
2	Austria					
3	Belgium					
4	Brazil					
5	Central American States: Costa Rica					
6	Guatemala					
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					
12	Danish West Indies					
13	Ecuador					
14	France					200
15	French West Indies					
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other					
20	Germany	1	5,000			
21	England	1	300			
22	Scotland					
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and Prince Ed. Isl'd					
26	Quebec, Ontario, Manitoba, and the N. W. Ter.	14	3,645			
27	British Columbia					
28	Newfoundland and Labrador					
29	British West Indies					
30	British Guiana					
31	British Honduras					
32	British East Indies					
33	Hong-Kong					
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia					
36	Hawaiian Islands					
37	Hayti					
38	Italy					
39	Japan					
40	Liberia					
41	Mexico	10	6,163	150	90	5
42	Netherlands					
43	Dutch West Indies					
44	Dutch Guiana					
45	Peru					
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands					
48	Russia, Asiatic					
49	San Domingo					
50	Spain					
51	Cuba	1	355			
52	Porto Rico					
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia					
56	Uruguay					
57	Venezuela					
58	All other islands and ports					
	Total	27	15,463	150	90	205

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
			BREADSTUFFS.						
Art-works, not elsewhere specified: Paintings, in oil or water colors, and statuary.	Books, maps, engravings, etchings, and other printed matter, not elsewhere specified.	Brass, and manufactures of.	Barley.		Rye.		Wheat.		
Dollars.	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	
									1
									2
	40				25,286	15,115	73,466	56,770	3
									4
									5
	45								6
	100								7
	580								8
									9
	285								10
									11
									12
									13
84,433	54								14
									15
									16
									17
									18
									19
	947				56,453	33,897	8,850	7,490	20
48,959	2,121	9,319	29,319	17,592			220,316	176,284	21
341	269	63							22
									23
									24
									25
34	485	81	12,297	8,896	41,976	28,511			26
									27
									28
	57	157							29
	1,387								30
	45								31
									32
									33
									34
	35	20							35
	50								36
									37
100									38
									39
									40
418	491	55							41
755					8,600	5,160			42
									43
									44
									45
					2,512	1,500	39,790	32,633	46
									47
									48
									49
							16,024	12,816	50
									51
73									52
									53
									54
									55
	129								56
									57
									58
135,113	7,120	9,695	41,616	26,488	134,827	84,183	358,446	285,993	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		BREADSTUFFS.			
		All other breadstuffs, and preparations of, used as food, not elsewhere specified.	Bristles.		Brushes.
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala	63			
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France		441	352	
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other				
20	Germany		1,211	973	
21	England		4,198	3,440	
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd				
26	Quebec, Ontario, Manitoba, and the N. W. Ter.		30,472	24,558	
27	British Columbia	24			
28	Newfoundland and Labrador				
29	British West Indies				
30	British Guiana				
31	British Honduras				44
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia				24
36	Hawaiian Islands	78			
37	Hayti				
38	Italy				
39	Japan				
40	Liberia				
41	Mexico				
42	Netherlands				
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba	7			
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia	106			11
56	Uruguay				
57	Venezuela				
58	All other islands and ports				
	Total	278	36,322	29,323	79

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
Buttons, except of brass, gilt, or silk, and button-molds, and button materials made in pattern or cut for buttons exclusively.	Cement.		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.							
			Coal-tar colors and dyes.	Glycerine.		Logwood and other dye-woods, extracts and decoctions of.		Opium. Crude.		
Dollars.	*Barrels.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	386	745	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	126	244	7
.....	.....	.....	.....	.....	.....	.....	.....	60	135	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	45	123	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
131	.....	.....	214	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	355	390	.....	.....	.....	.....	.....	1,409	3,122	19
111	.....	.....	7,794	.....	.....	.....	.....	.....	.....	20
35	.....	.....	3,061	.....	.....	.....	.....	3,443	7,447	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	200	202	1,842	.....	.....	.....	.....	166	230	25
1,096	.....	.....	9,825	21,633	1,863	2,000	140	2,950	5,917	26
.....	585	606	.....	.....	.....	.....	.....	155	529	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	100	350	.....	.....	.....	.....	.....	100	210	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	208	490	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
349	850	926	.....	.....	.....	.....	.....	.....	.....	36
.....	41	101	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	108	220	131	.....	.....	.....	.....	65	135	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	200	495	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	80	87	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	2,555	2,875	.....	.....	.....	.....	.....	54,738	112,793	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
.....	6,645	7,982	.....	.....	.....	.....	.....	352	787	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	965	1,801	.....	.....	.....	.....	.....	10	25	57
.....	20	25	.....	.....	.....	.....	.....	.....	.....	58
1,722	12,749	16,183	22,867	21,633	1,863	2,000	140	64,168	132,809	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.			
		Potash, nitrate of, or saltpeter, crude.		Soda. Bicarbonate of.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica			562	8
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France				
15	French West Indies	225,244	6,479		
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other				
20	Germany				
21	England				
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd				
26	Quebec, Ontario, Manitoba, and the N. W. Ter.			11,200	154
27	British Columbia				
28	Newfoundland and Labrador				
29	British West Indies	259,606	7,268		
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia				
36	Hawaiian Islands				
37	Hayti				
38	Italy				
39	Japan				
40	Liberia				
41	Mexico			2,274	32
42	Netherlands				
43	Dutch West Indies			3,368	50
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba			36,224	559
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia			3,862	63
56	Uruguay				
57	Venezuela			7,291	110
58	All other islands and ports				
	Total	484,850	13,747	64,781	976

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.											
CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.										Clays or earths of all kinds, including china-clay or kaoline.	
Soda.						Sumac, ground.		All other.			
Carbonate, including sal-soda and soda-ash.		Caustic.		All other salts of.							
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	
								220			1
											2
											3
		3,864	80					1,705			4
		28,489	521					40			5
								1,250			6
								123			7
											8
								40			9
								26			10
											11
											12
								12			13
								2,512			14
								50			15
											16
											17
											18
								80			19
								3,897			20
								2,290			21
											22
											23
											24
35,432	333	151,600	2,741					319	8	112	25
55,561	500	941	20			89,526	2,518	11,160			26
4,775	84	14,587	336					586	4	42	27
											28
		62,012	1,178					385			29
								20			30
											31
											32
								1,349			33
								40			34
								1,901			35
		9,335	211					648			36
		27,139	499					9			37
											38
								15			39
											40
		214,074	4,628					1,265			41
											42
								248			43
											44
											45
								160			46
											47
											48
		62,889	1,204								49
											50
		195,064	4,056	2,044	20			1,746			51
		51,955	953					1,108			52
											53
											54
1,223	20	96,432	1,938	11,405	147			3,619			55
								120			56
30,132	531	151,847	2,959					385			57
								2			58
127,123	1,468	1,070,178	21,324	13,449	167	89,526	2,518	37,330	12	154	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		CLOCKS AND WATCHES, AND PARTS OF.		Coal, bituminous.	
		Clocks, and parts of.	Watches, and parts of, and watch materials and movements.		
		Dollars.	*Dollars.*	*Tons.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				
4	Brazil	300			
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France	800	3,970		
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other				
20	Germany				
21	England				
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd				
26	Quebec, Ontario, Manitoba, and the N. W. Ter				
27	British Columbia				
28	Newfoundland and Labrador				
29	British West Indies				
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia				
36	Hawaiian Islands			151	1,057
37	Hayti				
38	Italy				
39	Japan				
40	Liberia				
41	Mexico		250	13	167
42	Netherlands				
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba				
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Swedon and Norway				
55	United States of Colombia		247		
56	Uruguay				
57	Venezuela				
58	All other islands and ports				
	Total	1,100	4,467	164	1,224

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
COPPER, AND MANUFACTURES OF.					Corsets.	COTTON, MANUFACTURES OF.				
						Cloths.				
Ore (fine copper contained therein).		Pigs, bars, ingots, old, and other unmanufactured.		All other manufactures of.		Not bleached, dyed, colored, stained, painted, or printed.		Bleached, dyed, colored, stained, painted, or printed.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Sq. yards.*	*Dollars.*	*Sq. yards.*	*Dollars.*	
										1
										2
										3
										4
				137						5
								4,700	190	6
										7
				41						8
										9
										10
										11
										12
										13
								3,874	440	14
										15
										16
										17
										18
								3,520	201	19
		165,842	17,982	343						20
69,724	5,640	45,986	2,883	1,161		17,150	925	16,223	2,279	21
								54,295	6,416	22
										23
										24
				70						25
					3,461	11,969	492	40,273	4,826	26
										27
										28
				2,672						29
										30
										31
										32
										33
										34
										35
								818	68	36
										37
										38
										39
										40
			1	2		750	147	103,135	9,111	41
										42
				389						43
										44
										45
										46
										47
										48
										49
										50
				50						51
										52
										53
										54
				1,821				5,625	469	55
										56
								4,480	459	57
										58
69,724	5,640	211,828	20,866	6,686	3,461	29,869	1,564	236,943	24,459	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.				
		COTTON, MANUFACTURES OF.				
		Clothing, ready-made, and other wearing-apparel, not including knit-goods.	Embroideries, laces, insertings, trimmings, and lace window-curtains.	Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting machines or frames, or knit by hand.	Thread (not on spools), yarn, warps, or warp-yarn.	
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic					
2	Austria					
3	Belgium					
4	Brazil					
5	Central American States: Costa Rica					
6	Guatemala			29		
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					
12	Danish West Indies					
13	Ecuador		324			
14	France	250	6,486	1,396	405	148
15	French West Indies					
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other					
20	Germany		3,675			
21	England		14,365	620	500	243
22	Scotland		50			
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd		4			
26	Quebec, Ontario, Manitoba, and N. W. Ter.		866			
27	British Columbia			445		
28	Newfoundland and Labrador					
29	British West Indies					
30	British Guiana					
31	British Honduras					
32	British East Indies					
33	Hong-Kong					
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia	250				
36	Hawaiian Islands		22	3	24	13
37	Hayti					
38	Italy					
39	Japan					
40	Liberia					
41	Mexico	264	1,283	1,216	5	7
42	Netherlands		620			
43	Dutch West Indies		14	15		
44	Dutch Guiana					
45	Peru					
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands					
48	Russia, Asiatic					
49	San Domingo					
50	Spain					
51	Cuba					
52	Porto Rico					
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia		230	232		
56	Uruguay					
57	Venezuela					
58	All other islands and ports					
	Total	764	27,939	3,956	934	411

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.								
COTTON, MANUFACTURES OF.	EARTHEN, STONE, AND CHINA WARE.			FANCY ARTICLES.				
	China, porcelain, parian, and bisque, earthen, stone, and crockery ware.							
All other.	Not decorated or ornamented.	Decorated or ornamented.	All other.	Beads (except amber), and bead ornaments.	Dolls and other toys.	Fans, except palm-leaf.	Feathers, ornamental, natural.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
5,210	60	.....	.....	142	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
512	.....	.....	.....	.....	18	.....	.....	6
608	411	32	.....	.....	.....	.....	.....	7
213	101	44	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
1,405	.....	230	.....	1,410	28	.....	6,076	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	18
546	.....	.....	.....	.....	.....	.....	.....	19
8,879	.....	32	.....	2,741	.....	.....	7	20
40,359	360	339	1,062	4,051	103	86	14,605	21
293	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	24	.....	.....	.....	.....	.....	.....	25
425	136	6,531	406	692	134	76	2,777	26
393	.....	95	720	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	35
1,416	.....	.....	379	.....	530	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	38
957	.....	1,001	.....	.....	.....	191	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	40
38,094	6,092	478	402	51	215	58	40	41
845	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	1,648	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	54
1,424	.....	246	432	51	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	59	.....	.....	.....	.....	.....	57
46	.....	.....	25	.....	.....	.....	.....	58
101,625	7,184	9,087	3,426	9,138	1,028	2,059	23,505	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		FANCY ARTICLES.			
		Feathers and flowers, artificial.	Perfumeries, cosmetics, and all toilet preparations.	Pipes of all kinds, and smokers' articles.	All other.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium			348	250
4	Brazil				
5	Central American States: Costa Rica		20		
6	Guatemala				129
7	Honduras	10	118		
8	Nicaragua		12		
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France	29	136		88
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands			19	
18	French Possessions in Africa and adj't islands				
19	French Possessions, all other				118
20	Germany	31			1,813
21	England	36	374	388	
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, New Brunswick, and Pr. Ed. Isl'd				
26	Quebec, Ontario, Manitoba, and the N. W. Ter.		104		
27	British Columbia			73	
28	Newfoundland and Labrador				
29	British West Indies		1,662	4	8
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong		45		565
34	British Possessions in Africa and adj't islands				
35	British Possessions in Australasia				
36	Hawaiian Islands			68	916
37	Hayti				
38	Italy				
39	Japan			9	360
40	Liberia				
41	Mexico		20		399
42	Netherlands				398
43	Dutch West Indies		11	2	
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba		12		265
52	Porto Rico				
53	Spanish Possessions in Africa and adj't islands				
54	Sweden and Norway				
55	United States of Colombia		214		18
56	Uruguay				
57	Venezuela				
58	All other islands and ports			9	10
	Total	106	2,728	920	5,337

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
FISH, NOT ELSEWHERE SPECIFIED.									
Anchovies and sardines, packed in oil or otherwise.	Cod, haddock, hake, and pollock, dried, smoked, or pickled.		Herring.				Mackerel, pickled.		
			Dried or smoked.		Pickled or salted.				
Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Barrels.*	*Dollars.*	*Barrels.*	*Dollars.*	
									1
									2
									3
	276,393	7,160							4
45	6,720	185					5	35	5
217									6
583									7
207									8
									9
									10
									11
	14,600	395	3,000	23	177	547	139	704	12
									13
160									14
	62,141	1,655							15
	13,627	375					43	198	16
									17
									18
553									19
464									20
3,492									21
									22
									23
									24
	3,195	80	851	15	172	572	11	46	25
3,408					180	720			26
153									27
									28
123	697,916	18,939	26,900	215	1,664	4,538	1,195	6,193	29
	45,000	898			10	30			30
							35	198	31
									32
									33
			7,500	75			33	176	34
									35
835									36
	1,603,151	41,990	1,494	24	464	1,461	12,510	61,459	37
									38
									39
			10,000	200			259	1,337	40
1,179	1,650	158							41
									42
									43
	254,155	2,270	4,500	100			157	729	44
									45
									46
	15,008	467							47
									48
199	46,858	1,304					913	4,608	49
									50
9	1,923,082	52,671	7,475	90			211	1,004	51
	59,390	1,637					154	649	52
									53
									54
669	257,107	7,117			1	3	163	1,002	55
									56
114	8,477	219					6	30	57
322									58
12,732	5,288,470	137,520	61,720	742	2,668	7,871	15,834	78,368	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.					
		FISH, NOT ELSEWHERE SPECIFIED.			FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.		
					Unmanufactured.		
		Salmon, pickled.		All other.	Flax.	Hemp, and all substitutes for hemp.	
		Barrels.	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*
1	Argentine Republic						
2	Austria						
3	Belgium						
4	Brazil						
5	Central American States; Costa Rica						
6	Guatemala						
7	Honduras						
8	Nicaragua						
9	San Salvador						
10	Chili						
11	Denmark						
12	Danish West Indies			74			
13	Ecuador						
14	France			180			
15	French West Indies						
16	French Guiana						
17	Miquelon, Langley, and St. Pierre Islands						
18	French Poss. in Africa and adjacent islands						
19	French Possessions, all other			38			
20	Germany						
21	England			10,000			
22	Scotland				50		
23	Ireland						
24	Gibraltar						
25	Nova Scotia, N. Brunsw'k, and Pr. Ed. Isl'd					138	17,630
26	Quebec, Ontario, Manitoba, and N. W. T.			16,336		185	22,760
27	British Columbia			20			
28	Newfoundland and Labrador						
29	British West Indies	22	385	217			
30	British Guiana						
31	British Honduras						
32	British East Indies						
33	Hong-Kong						
34	British Poss. in Africa and adjacent islands						
35	British Possessions in Australasia			10,000		23	3,000
36	Hawaiian Islands			568			
37	Hayti			30,225			
38	Italy						
39	Japan						
40	Liberia			60			
41	Mexico			867			
42	Netherlands						
43	Dutch West Indies						
44	Dutch Guiana	5	65	128			
45	Peru						
46	Portugal						
47	Azore, Madeira, and Cape Verde Islands						
48	Russia, Asiatic						
49	San Domingo			75			
50	Spain						
51	Cuba						
52	Porto Rico						
53	Spanish Poss. in Africa and adjacent isl'ds						
54	Sweden and Norway						
55	United States of Colombia			22			
56	Uruguay						
57	Venezuela						
58	All other islands and ports						
	Total	27	450	68,810	50	346	43,390

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.									
Unmanufactured.				Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value.					
Jute.		Sisal-grass and other vegetable substances.		Bags and bagging, and like manufactures.	Burlaps (except for bagging for cotton).	Brown or bleached linens, ducks, canvas, paddings, cot-bottoms, diapers, crash, huckabacks, handkerchiefs, and lawns.	Cables and cordage.		
Tons.	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	118	9,730	.....	.....	2,430	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	32	12	.....	.....	.....	5
.....	.....	.....	.....	4,678	.....	.....	.....	.....	6
.....	.....	.....	.....	366	.....	.....	.....	.....	7
.....	.....	.....	.....	102	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	20	1,913	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	275	.....	.....	4,373	527	19
.....	.....	118	10,482	.....	.....	.....	1,470	100	20
.....	.....	807	66,017	5,289	148	1,621	.....	.....	21
.....	.....	276	23,709	.....	.....	11,917	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	24
54	1,450	534	50,630	.....	169	.....	12,962	1,162	25
135	3,610	1,063	91,163	251	.....	268	6,506	556	26
.....	.....	.....	.....	2,328	.....	.....	.....	.....	27
45	1,350	24	2,310	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	78	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	148	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	20	1,400	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	9,819	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	1	150	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	89	.....	.....	.....	.....	40
.....	.....	.....	.....	3,838	984	1,960	151	31	41
.....	.....	28	2,200	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	755	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	1,200	145	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	316	.....	589	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	12	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
234	6,410	3,009	259,704	28,286	1,391	18,797	26,662	2,521	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		FLAX, HEMP, JUTE, ETC.			
		Manufactures of flax, hemp, etc.			
		Thread, twine, and pack-thread.	Yarns.		All other.
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				795
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				91
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France				137
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other				27
20	Germany				454
21	England	519	3,900	315	110 520
22	Scotland				355
23	Ireland				
24	Gibraltar				
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd				248
26	Quebec, Ontario, Manitoba, and the N. W. Ter.	218			619
27	British Columbia				27,871
28	Newfoundland and Labrador				
29	British West Indies				9
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia				763
36	Hawaiian Islands				2,457
37	Hayti				25
38	Italy				
39	Japan				
40	Liberia				
41	Mexico				313
42	Netherlands				
43	Dutch West Indies				75
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba	18			
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia				1,689
56	Uruguay				
57	Venezuela				26
58	All other islands and ports				
	Total	755	3,900	315	146,474

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.										
Figs.		Lemons.	Oranges.	Prunes.		Raisins.		Preserved fruits.	All other fruits.	
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	117	6
30	4	.....	.....	25	3	.....	.....	44	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	14,936	880	101,903	5,936	515	8,304	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
300	27	.....	.....	110	11	65	11	185	14	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	104	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	162	.....	20
.....	.....	.....	.....	.....	.....	760	110	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
7,024	231	1,520	1,628	12,374	388	174,773	9,581	1,470	3,685	25
14,079	702	10,434	7,735	405,204	12,846	661,589	37,396	1,700	8,224	26
.....	.....	.....	.....	.....	.....	.....	.....	374	291	27
.....	.....	.....	.....	.....	.....	10,353	640	.....	250	28
374	37	.....	6	165	21	9,928	619	41	112	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	2,525	275	.....	9	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	16	34
.....	.....	.....	.....	.....	.....	67	17	56	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	11	843	36
78	11	.....	.....	.....	.....	721	89	.....	16	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	56	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
542	59	35	.....	2,245	123	94,882	7,628	3	1,097	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
247	25	.....	.....	192	13	650	71	.....	60	43
252	24	.....	.....	.....	.....	500	50	21	22	44
.....	.....	.....	.....	.....	.....	.....	.....	20	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
1,534	214	.....	.....	.....	.....	780	163	.....	45	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
8,496	409	.....	.....	.....	.....	40	4	749	1,009	51
931	138	.....	.....	.....	.....	.....	.....	.....	42	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
588	50	.....	.....	1,423	181	8,499	960	.....	764	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
996	123	.....	.....	60	9	4,837	521	.....	810	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
35,471	2,054	11,989	9,369	436,734	14,475	1,072,872	64,071	5,455	25,786	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			Furs, dressed on the skin, and manufactures of furs.
		Nuts.			
		Almonds.		All other.	
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				22,960
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala			16	
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France			1,485	943
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other				
20	Germany				13,994
21	England				23,096
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd.	11,286	998	4,246	
26	Quebec, Ontario, Manitoba, and the N. W. Ter.	56,263	5,557	11,316	114,007
27	British Columbia			150	
28	Newfoundland and Labrador				
29	British West Indies				
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia			428	
36	Hawaiian Islands				
37	Hayti	50	10		
38	Italy	10,456	1,050		
39	Japan				
40	Liberia				
41	Mexico	12,098	1,906	115	
42	Netherlands				
43	Dutch West Indies	76	18		
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba	6	2	5	
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia	728	146	115	
56	Uruguay				
57	Venezuela	100	16	112	
58	All other islands and ports				
	Total	91,063	9,703	17,988	175,000

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
GLASS AND GLASSWARE.								Hair, not elsewhere specified, and manufactures of.	Hats, bonnets, and hoods, and materials for.	
Bottles, vials, demijohns, carboys, and jars, empty or filled.	Cylinder, crown, and common window-glass, unpolished.		Plate-glass.				All other.			
			Unsilvered.		Silvered.					
Dollars.	*Pounds.*	*Dollars.*	*Sq. feet.*	*Dollars.*	*Sq. feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
										1
										2
									11,096	3
									7,220	4
69										5
11							78			6
							16	96		7
										8
										9
										10
										11
										12
										13
							157	726	7,217	14
										15
										16
										17
										18
237										19
1					984	392	165		598	20
19							701	686	12,984	21
							110			22
										23
										24
3					24	11				25
142	24,169	465					3,890	270	7,067	26
83					180	230	64			27
										28
3										29
										30
										31
										32
										33
										34
39										35
202							816			36
	700	58					56			37
									15,453	38
										39
										40
232			50	14	400	120	372		4	41
										42
										43
										44
										45
										46
										47
										48
										49
										50
1,177							38		3,979	51
										52
										53
										54
67							6		78	55
										56
3										57
17										58
2,305	24,869	523	50	14	1,588	753	6,469	1,778	65,696	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.		
		Hops.		India-rubber and gutta-percha, manufactures of.
		Pounds.	*Dollars.*	*Dollars.*
1	Argentine Republic			
2	Austria			
3	Belgium	13,812	2,209	
4	Brazil			
5	Central American States: Costa Rica			
6	Guatemala			
7	Honduras			
8	Nicaragua			
9	San Salvador			
10	Chili			
11	Denmark			
12	Danish West Indies			
13	Ecuador			
14	France			
15	French West Indies			
16	French Guiana			
17	Miquelon, Langley, and St. Pierre Islands			
18	French Poss. in Africa and adjacent islands			
19	French Possessions, all other			
20	Germany	14,180	2,364	
21	England	111,039	17,911	1,219
22	Scotland			
23	Ireland			
24	Gibraltar			
25	Nova Scotia, N. Brunswick, and Pr. Ed. Island	2,100	385	
26	Quebec, Ontario, Manitoba, and the N. W. Ter	287,673	44,689	
27	British Columbia			
28	Newfoundland and Labrador			
29	British West Indies			
30	British Guiana			
31	British Honduras			
32	British East Indies			
33	Hong-Kong			
34	British Poss. in Africa and adjacent islands			
35	British Possessions in Australasia			
36	Hawaiian Islands			197
37	Hayti			
38	Italy			
39	Japan			
40	Liberia			
41	Mexico	3,818	679	8
42	Netherlands			
43	Dutch West Indies			
44	Dutch Guiana			
45	Peru			
46	Portugal			
47	Azore, Madeira, and Cape Verde Islands			
48	Russia, Asiatic			
49	San Domingo			
50	Spain			
51	Cuba	3,592	650	
52	Porto Rico			
53	Spanish Poss. in Africa and adjacent islands			
54	Sweden and Norway			
55	United States of Colombia	1,065	200	4
56	Uruguay			
57	Venezuela			
58	All other islands and ports			
	Total	437,279	69,087	1,428

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
IRON AND STEEL, AND MANUFACTURES OF.										
Pig-iron.		Scrap, fit only to be remanufactured. / Iron, wrought and cast.		Bar-iron, rolled or hammered.		Bars, railway. / Of steel, or in part of steel.		Hoop, band, and scroll iron.		
Tons.	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	
								20,190	275	1
										2
										3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
										18
10	97									19
										20
				28,560	740					21
										22
										23
										24
25	283									25
		613	7,922	54,709	1,025					26
47	565					600	24,000			27
										28
										29
										30
										31
										32
										33
										34
										35
40	590			3,539	60					36
										37
										38
										39
										40
59	701					324	9,416			41
										42
										43
										44
										45
										46
										47
										48
										49
										50
										51
										52
										53
										54
50	700									55
										56
						12	236			57
										58
231	2,936	613	7,922	86,808	1,825	936	33,652	20,190	275	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		IRON AND STEEL, AND MANUFACTURES OF.			
		Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified.		Sheet, plate, and taggers' iron.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France				
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other				
20	Germany				
21	England	873	65	80	2
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd			19,143	1,312
26	Quebec, Ontario, Manitoba, and the N. W. Ter.	62,063	1,374	65,987	4,575
27	British Columbia	5,453	356		
28	Newfoundland and Labrador				
29	British West Indies				
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia				
36	Hawaiian Islands				
37	Hayti				
38	Italy				
39	Japan				
40	Liberia				
41	Mexico	2,428	159	9,327	259
42	Netherlands				
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba			16,771	457
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia				
56	Uruguay				
57	Venezuela				
58	All other islands and ports				
	Total	70,817	1,954	111,308	6,605

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.											
IRON AND STEEL, AND MANUFACTURES OF.											
						Manufactures of, not elsewhere specified.					
Tin-plates, terne-plates, or taggers' tin.		Wire rods (rivet, screw, nail, and fence), round, in coils and loops, of iron or steel.		Wire, and wire rope and strand, iron or steel.		Anvils, axles, and forgings, of iron or steel.		Cutlery.	Fire-arms.	Machinery.	
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	530	880	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,510	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
2,162	75	.....	.....	.....	.....	.....	.....	.....	557	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	290	154	386	7
864	25	.....	.....	.....	.....	.....	.....	.....	.....	600	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,275	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	230	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	637	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
2,160	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,175	20
.....	.....	.....	.....	17,688	1,524	.....	.....	1,325	.....	5,576	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
196,155	5,981	.....	.....	.....	.....	.....	.....	.....	.....	372	25
113,913	3,231	.....	.....	3,510	1,304	.....	.....	.....	324	1,373	26
654,111	20,963	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	11,920	370	.....	.....	.....	.....	75	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,386	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,995	35
11,848	363	.....	.....	4,880	170	.....	.....	.....	268	15,292	36
1,000	63	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
83,086	2,632	.....	.....	15,682	578	.....	.....	.....	78	2,038	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	6,400	66	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	21,000	224	.....	.....	.....	.....	.....	.....	71	49
.....	.....	.....	.....	19,511	1,434	.....	.....	.....	.....	.....	50
2,000	103	.....	.....	11,067	419	.....	.....	.....	.....	197	51
.....	.....	.....	.....	13,690	537	.....	.....	.....	.....	128	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	780	82	8,314	220	.....	.....	.....	.....	250	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	4,800	49	.....	.....	14,532	1,229	.....	.....	777	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
1,067,299	33,511	32,980	421	106,262	6,556	14,532	1,229	1,615	1,911	39,424	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		IRON AND STEEL, AND MANUFACTURES OF.		JEWELRY, MANUFACTURES OF GOLD AND SILVER AND PRECIOUS STONES.	
		Needles.	All other.	Jewelry, and manufactures of gold and silver.	Precious stones, not elsewhere specified, and imitations of, not set.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium		430		
4	Brazil		362		
5	Central American States: Costa Rica		200		
6	Guatemala		365		
7	Honduras		193	48	
8	Nicaragua			469	
9	San Salvador				
10	Chili		379		
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France		1,519	1,757	32,502
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Possessions in Africa and adjacent islands				
19	French Possessions, all other	23	28		
20	Germany		65	3,240	16,911
21	England		17,018	1,062	
22	Scotland		71		
23	Ireland				
24	Gibraltar				
25	Nova Scotia, New Brunswick, and Prince Edward Island		189		
26	Quebec, Ontario, Manitoba, and the Northwest Territory		1,505	178	
27	British Columbia		2,855		
28	Newfoundland and Labrador				
29	British West Indies		400		
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Possessions in Africa and adjacent islands				
35	British Possessions in Australasia		5,119		
36	Hawaiian Islands		125	1,398	
37	Hayti				
38	Italy				
39	Japan		35		
40	Liberia				
41	Mexico	53	4,084	297	
42	Netherlands				
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba		1,538		
52	Porto Rico				
53	Spanish Possessions in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia		451	173	
56	Uruguay				
57	Venezuela		2,782		
58	All other islands and ports				
	Total	76	39,713	8,622	49,413

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
	LEATHER, AND MANUFACTURES OF.					MALT LIQUORS.				
Lead, and manufactures of.	Calf-skins, tanned or tanned and dressed.	Skins for morocco.	Upper leather of all other kinds, dressed, and skins, dressed and finished.	Gloves, kid and leather.	All other manufactures of.	In bottles or jugs.		Not in bottles or jugs.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Galls.*	*Dollars.*	*Galls.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	2,756	327	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	82	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	221	137	.....	.....	6
.....	.....	.....	.....	.....	664	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	1,079	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	2,254	5,020	4,107	.....	452	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	24	30	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	1,565	727	180	73	19
3,239	.....	.....	.....	.....	545	.....	.....	.....	.....	20
374,783	2,006	1,917	610	.....	538	.....	.....	.....	.....	21
.....	.....	.....	1,867	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	10	.....	.....	.....	.....	25
.....	47,119	28,937	38,305	.....	137	9	8	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	210	65	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	360	166	.....	.....	35
.....	356	.....	.....	.....	.....	2,571	2,083	597	207	36
.....	.....	.....	.....	.....	182	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	38	45	51	5	349	1,093	967	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	126	46	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	108	84	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
313	.....	.....	.....	.....	29	630	560	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	41	90	43	.....	.....	58
378,335	54,529	36,246	44,940	5	4,108	6,671	4,805	1,113	391	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		MARBLE AND STONE, AND MANUFACTURES OF.		METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED.	
		Marble and manufactures of, not elsewhere specified.	Stone and manufactures of, including slate.	Bronze manufactures.	All other.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium				235
4	Brazil				30
5	Central American States: Costa Rica				58
6	Guatemala				264
7	Honduras				1,045
8	Nicaragua				
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France			666	6,061
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands				
18	French Possessions in Africa and adjacent islands				
19	French Possessions, all other				231
20	Germany	5		393	65
21	England	175			6,552
22	Scotland		102		
23	Ireland				
24	Gibraltar				
25	Nova Scotia, New Brunswick, and Pr. Edw'd Isl'd				200
26	Quebec, Ontario, Manitoba, and the Northwest Ter.	630	253	638	2,714
27	British Columbia	637			
28	Newfoundland and Labrador		107		
29	British West Indies				
30	British Guiana				
31	British Honduras				515
32	British East Indies				
33	Hong-Kong				26
34	British Possessions in Africa and adjacent islands				
35	British Possessions in Australasia			150	1,152
36	Hawaiian Islands	371			1,783
37	Hayti				
38	Italy				
39	Japan				
40	Liberia				
41	Mexico	594			24,384
42	Netherlands				
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba		200		556
52	Porto Rico				
53	Spanish Possessions in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia		1,050		16,832
56	Uruguay				
57	Venezuela	9			1,041
58	All other islands and ports				6
	Total	2,421	1,712	1,847	63,750

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
	OILS, NOT ELSEWHERE SPECIFIED.								
	Animal.		Vegetable.						
			Fixed or expressed.				Volatile or essential.		
			Olive.		Other.				
Musical instruments, and parts of.	Whale and fish.								
Dollars.	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Pounds.*	*Dollors.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	100	56	.....	.....	.....	.....	.....	.....	4
.....	110	58	.....	.....	122	45	.....	.....	5
43	.....	.....	12	25	420	133	.....	.....	6
.....	.....	.....	90	139	343	140	.....	.....	7
.....	.....	.....	.....	.....	569	232	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	2,187	1,000	90	372	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	52	38	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
110	.....	.....	42	33	.....	.....	.....	.....	19
308	.....	.....	.....	.....	62	25	1,050	2,888	20
100	.....	.....	.....	.....	50	22	110	635	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	867	397	.....	.....	.....	.....	25
1,073	1,715	975	206	179	157	155	22	120	26
40	.....	.....	103	91	4,400	1,239	.....	.....	27
19	.....	.....	.....	.....	.....	.....	.....	.....	28
50	4	6	29	106	549	217	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
95	.....	.....	.....	.....	.....	.....	.....	.....	34
4,950	475	233	.....	.....	.....	.....	.....	.....	35
284	.....	.....	284	300	2,000	575	.....	.....	36
.....	.....	.....	.....	.....	141	61	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	38
825	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	40
776	.....	.....	539	690	1,000	386	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	25	16	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	1,210	675	10	18	10,842	4,318	49	27	51
.....	27	16	.....	.....	2,017	835	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	54
136	.....	.....	10	6	5,920	2,228	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	50	31	60	102	509	205	.....	.....	57
.....	.....	.....	60	43	100	40	.....	.....	58
8,809	3,691	2,050	2,312	2,129	31,465	11,910	1,321	4,042	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.					
		Paints and colors.	Paper, and manufactures of.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.			
				Meat products.		Dairy products.	
				Meats, prepared, of all kinds, and meat extracts.	All other.	Butter.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds*	*Dollars.*
1	Argentine Republic						
2	Austria						
3	Belgium						
4	Brazil						
5	Central American States: Costa Rica						
6	Guatemala		54				
7	Honduras		104			221	44
8	Nicaragua						
9	San Salvador						
10	Chili						
11	Denmark						
12	Danish West Indies						
13	Ecuador						
14	France		295				
15	French West Indies						
16	French Guiana						
17	Miquelon, Langley, and St. Pierre Islands						
18	French Poss. in Africa and adjacent isl'ds						
19	French Possessions, all other	240	11	49			
20	Germany						
21	England	136	1,040	49			
22	Scotland						
23	Ireland						
24	Gibraltar						
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd	5		44			
26	Quebec, Ontario, Manitoba, and the N. W. T	1,153	449	43			
27	British Columbia	61	74				
28	Newfoundland and Labrador						
29	British West Indies	153	1				
30	British Guiana				917		
31	British Honduras		80				
32	British East Indies						
33	Hong-Kong						
34	British Poss. in Africa and adjacent isl'ds						
35	British Possessions in Australasia						
36	Hawaiian Islands	152	126				
37	Hayti		62				
38	Italy						
39	Japan		28				
40	Liberia						
41	Mexico	42	1,089	87			
42	Netherlands						
43	Dutch West Indies						
44	Dutch Guiana						
45	Peru				30		
46	Portugal						
47	Azore, Madeira, and Cape Verde Islands						
48	Russia, Asiatic						
49	San Domingo						
50	Spain						
51	Cuba		220	16			
52	Porto Rico						
53	Spanish Poss. in Africa and adjacent isl'ds						
54	Sweden and Norway						
55	United States of Colombia	198	204				
56	Uruguay						
57	Venezuela		26				
58	All other islands and ports	96					
	Total	2,236	3,863	288	947	221	44

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.			RICE, NOT ELSEWHERE SPECIFIED.		Salt.		SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED.			
Dairy products.			Rice.				Linseed or flaxseed.		All other.	
Cheese.		Milk, preserved or condensed.								
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	76	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	135,876	2,860	.....	.....	.....	.....	.....	5
140	20	.....	293,355	4,976	.....	.....	.....	.....	.....	6
.....	.....	.....	95,463	2,004	20,000	32	.....	.....	.....	7
.....	.....	1,169	241,587	5,191	112	2	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	4,223	94	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	1,911	28,119	618	.....	.....	.....	.....	.....	16
.....	.....	.....	4,239	145	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
2,956	577	126	520,169	8,712	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
1,760	275	383	575,049	12,532	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	1,271,203	1,182	.....	.....	.....	25
5,046	649	.....	4,935	110	30,000	27	.....	.....	721	26
35	5	396	146,086	2,677	159,468	228	.....	.....	24	27
.....	.....	.....	3,808	84	84,000	83	.....	.....	.....	28
.....	.....	2,388	114,975	2,498	13,490	77	4	6	10	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	2,240	50	.....	.....	.....	.....	.....	31
.....	.....	.....	6,719	150	.....	.....	.....	.....	.....	32
.....	.....	119	53,275	895	.....	.....	.....	.....	.....	33
.....	.....	.....	3,960	72	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
425	66	386	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	321,209	7,021	.....	.....	.....	.....	.....	37
1,815	286	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	44,181	973	.....	.....	.....	.....	.....	40
19,677	2,822	14	621,857	12,815	94,550	1,090	.....	.....	66	41
978	116	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	14,080	310	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	1,404	24	.....	.....	.....	.....	.....	48
.....	.....	.....	231,960	5,120	.....	.....	.....	.....	.....	49
.....	.....	.....	2,470	53	.....	.....	.....	.....	.....	50
18,814	3,263	.....	95,148	2,142	159,000	502	40	41	.....	51
3,032	310	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
6,349	1,154	10,410	1,009,680	20,117	71,880	227	.....	.....	177	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
206	24	.....	170,382	3,757	.....	.....	.....	.....	45	57
.....	.....	51	92,320	1,635	.....	.....	.....	.....	.....	58
61,233	9,567	17,429	4,838,769	97,635	1,903,703	3,450	44	47	1,043	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.				
		SILK, MANUFACTURES OF.				
		Clothing, ready-made, and other wearing apparel.	Dress and piece goods.	Laces.	Ribbons.	All other.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic					
2	Austria					
3	Belgium		2,154			14,787
4	Brazil					
5	Central American States: Costa Rica					
6	Guatemala					509
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					
12	Danish West Indies					
13	Ecuador					
14	France		7,847	1,643	8,439	24,414
15	French West Indies					
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other					414
20	Germany		2,029			3,770
21	England	175	3,588	26,302	8	39,812
22	Scotland					13
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd					110
26	Quebec, Ontario, Manitoba, and the N. W. T.		1,159			992
27	British Columbia					1,639
28	Newfoundland and Labrador					
29	British West Indies					
30	British Guiana					
31	British Honduras					
32	British East Indies					
33	Hong-Kong					
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia					
36	Hawaiian Islands					2,263
37	Hayti					
38	Italy					
39	Japan					172
40	Liberia					
41	Mexico	79				1,212
42	Netherlands					4,386
43	Dutch West Indies					70
44	Dutch Guiana					
45	Peru					
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands					
48	Russia, Asiatic					
49	San Domingo					
50	Spain					
51	Cuba	65				
52	Porto Rico					
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia					133
56	Uruguay					
57	Venezuela					
58	All other islands and ports					104
	Total	319	16,777	27,945	8,447	94,800

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
SOAP.			Spices, ground.		SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS.				Sponges.	
Fancy, perfumed, and all descriptions of toilet soap.		All other.			Brandy.		All other.			
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Prf. galls.*	*Dollars.*	*Prf. galls.*	*Dollars.*	*Dollars.*	
							8	16	742	1
										2
							775	1,184	1,310	3
					82	170	435	252	48	4
							124	108	15	5
					227	378	891	903		6
		17			295	484	396	577		7
					1,119	2,628	399	231		8
										9
										10
										11
					22	75	1,664	1,170		12
										13
					536	1,217			5,186	14
										15
										16
										17
										18
		159			66	109	1,146	840		19
					736	1,766	388	356	17,676	20
					178	427	10,737	7,592	22,304	21
							377	250		22
										23
										24
		208					6,509	4,572	252	25
		521			407	825	3,856	4,948	8,146	26
		80			1,185	2,150	1,126	784		27
							77	165		28
110	10	2			4,449	10,578	5,155	3,024	39	29
										30
							16	35		31
										32
										33
										34
		130					459	1,588		35
160	99	2	100	31	90	364	1,281	1,839		36
					23	60	24	82		37
		1,043							72	38
		17					67	151		39
										40
209	30	21			1,065	2,172	827	1,041	137	41
									2,610	42
							51	200		43
										44
										45
										46
										47
										48
										49
							28	20		50
		5	10	4			13	50		51
							59	120		52
									79	53
										54
					457	1,028	572	535	40	55
									134	56
										57
		27					1,159	505		58
479	139	2,232	110	35	10,937	24,431	38,619	33,138	58,790	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.			
		SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.			
		Molasses.		Sugar, Dutch standard in color.	Not above No. 13, and tank bottoms, sirups, melada, etc.
		Gallons.	*Dollars.*	*Pounds.*	*Dollars.*
1	Argentine Republic				
2	Austria				
3	Belgium	45,483	6,800		
4	Brazil				
5	Central American States: Costa Rica				
6	Guatemala				
7	Honduras				
8	Nicaragua			10,168	300
9	San Salvador				
10	Chili				
11	Denmark				
12	Danish West Indies				
13	Ecuador				
14	France	101,325	10,132		
15	French West Indies				
16	French Guiana				
17	Miquelon, Langley, and St. Pierre Islands	12,143	2,206		
18	French Poss. in Africa and adjacent islands				
19	French Possessions, all other			25,986	864
20	Germany				
21	England	19,050	1,905	929,116	18,485
22	Scotland				
23	Ireland				
24	Gibraltar				
25	Nova Scotia, New Brunswick, and Pr. Ed. Isl'd	3,608	499		
26	Quebec, Ontario, Manitoba, and the N. W. Ter	189,176	28,907	12,019,784	303,360
27	British Columbia			119,928	3,853
28	Newfoundland and Labrador				
29	British West Indies			92,494	2,485
30	British Guiana				
31	British Honduras				
32	British East Indies				
33	Hong-Kong				
34	British Poss. in Africa and adjacent islands				
35	British Possessions in Australasia				
36	Hawaiian Islands			3,046	90
37	Hayti				
38	Italy				
39	Japan				
40	Liberia				
41	Mexico			215,073	5,627
42	Netherlands				
43	Dutch West Indies				
44	Dutch Guiana				
45	Peru				
46	Portugal				
47	Azore, Madeira, and Cape Verde Islands				
48	Russia, Asiatic				
49	San Domingo				
50	Spain				
51	Cuba				
52	Porto Rico				
53	Spanish Poss. in Africa and adjacent islands				
54	Sweden and Norway				
55	United States of Colombia			20,022	707
56	Uruguay				
57	Venezuela				
58	All other islands and ports				
	Total	370,785	50,449	13,435,617	335,771

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.			TOBACCO, AND MANUFACTURES OF.					VEGETABLES.		
Sugar, Dutch standard in color.		Sugar candy and confectionery.	Leaf.		Manufactures of.			Beans and pease.		
Above No. 13, and not above No. 20.					Cigars, cigarettes, and cheroots.		All other.			
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	
										1
										2
			5,796	5,505	122	223	1,313			3
			500	450						4
					123	418				5
										6
					566	803				7
										8
										9
										10
										11
								302	286	12
										13
			277	139	968	530				14
								2,310	1,386	15
										16
			1,094	164						17
					40	64				18
					1,110	805	1,205			19
			41,961	29,061	1,423	4,355	2,047	36,730	23,387	20
			22,888	11,130	1,409	1,489	3,685	40,320	24,234	21
		150			10	20		820	495	22
										23
			1,267	600			4,405			24
			1,330	896						25
			834,845	432,882	1,611	4,873		15,619	9,537	26
			20,989	11,407	156	94				27
			512	300						28
			49,145	11,126	464	527		51,649	34,452	29
							73	16,106	11,630	30
					326	198				31
										32
										33
					146	130				34
										35
					5,452	5,816	16			36
										37
										38
					212	674				39
										40
873	53		3,463	1,104	2,348	1,634	159			41
			183,055	138,325				33,500	20,108	42
							70			43
										44
										45
										46
					70	107				47
										48
										49
										50
			908	147	132	295	1,167	2,100	3,155	51
			335	200						52
										53
										54
			328	158	350	238	212			55
					146	507				56
					109	195	1,700			57
							156			58
873	53	150	1,168,693	643,594	17,193	23,995	16,208	199,456	128,670	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.				
		VEGETABLES.				
		Potatoes.		Pickles and sauces.	All other.	
					In their natural state, or in salt or brine.	Prepared or preserved.
		Bushels.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic					
2	Austria					
3	Belgium					
4	Brazil					
5	Central American States: Costa Rica					
6	Guatemala					236
7	Honduras			87		64
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					
12	Danish West Indies					
13	Ecuador					
14	France					1,256
15	French West Indies					
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other				185	117
20	Germany					
21	England					757
22	Scotland					
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd	2,010	1,320		243	
26	Quebec, Ontario, Manitoba, and the N.W.Ter.			534		72
27	British Columbia			986		110
28	Newfoundland and Labrador					
29	British West Indies			21		48
30	British Guiana					174
31	British Honduras					
32	British East Indies					
33	Hong-Kong				988	
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia					
36	Hawaiian Islands					235
37	Hayti					
38	Italy					
39	Japan					
40	Liberia					
41	Mexico			75	15	126
42	Netherlands					
43	Dutch West Indies					
44	Dutch Guiana					
45	Peru					
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands	155	97			
48	Russia, Asiatic					
49	San Domingo					
50	Spain					
51	Cuba			14		1,224
52	Porto Rico					
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia			25	9	201
56	Uruguay					
57	Venezuela				58	
58	All other islands and ports					
	Total	2,165	1,417	1,742	1,498	4,620

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.									
WINES						WOOD, AND MANUFACTURES OF.			
Champagne, and other sparkling.		Still wines.				Unmanufactured, not elsewhere specified.	Lumber.		
		In casks.		In bottles.			Boards, planks, deals, and other sawed lumber.		
Dozens.	*Dollars.*	*Gallons.*	*Dollars.*	*Dozens.*	*Dollars.*	*Dollars.*	*M feet.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	50,593	657,281	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3,869	53,966	.....	.....	.....	.....	.....	.....	.....	3
56	885	.....	.....	.....	.....	.....	705	7,353	4
.....	.....	1,456	914	.....	.....	.....	28	340	5
14	138	439	201	163	647	.....	.....	.....	6
6	72	3,437	1,573	476	1,506	.....	.....	.....	7
.....	.....	1,168	684	529	1,688	.....	35	420	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	145	1,640	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	120	600	.....	211	2,941	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
1,843	25,185	10,005	6,168	564	2,642	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	556	5,899	15
.....	.....	.....	.....	.....	.....	.....	44	520	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	90	962	18
3	23	1,644	676	63	179	.....	.....	.....	19
24	226	.....	.....	.....	.....	.....	391	9,274	20
50	136	4,659	2,784	515	1,336	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	22	222	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	333	.....	.....	167	785	.....	.....	.....	25
333	4,440	3,402	2,551	73	328	.....	37	740	26
61	575	661	298	26	130	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	28
17	230	2,056	1,278	62	303	4	1,491	17,633	29
.....	.....	.....	.....	.....	.....	.....	1,909	24,221	30
25	235	.....	.....	25	70	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	721	8,505	34
3	51	39	25	.....	.....	.....	352	7,079	35
670	7,853	100	66	83	558	.....	.....	.....	36
.....	.....	135	80	1	12	.....	1,228	18,787	37
30	85	2,608	1,550	23	115	.....	.....	.....	38
.....	.....	.....	.....	28	400	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	119	1,054	40
159	2,069	12,948	6,103	1,065	3,276	.....	698	8,304	41
9	150	1,842	1,200	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	5	81	43
.....	.....	.....	.....	.....	.....	.....	10	120	44
.....	.....	.....	.....	.....	.....	.....	200	2,328	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	320	3,341	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	71	45	.....	.....	.....	128	1,440	49
.....	.....	2,028	1,370	.....	.....	.....	.....	.....	50
21	284	602	406	8	26	.....	8,612	99,704	51
.....	.....	.....	.....	.....	.....	.....	560	6,424	52
.....	.....	.....	.....	.....	.....	.....	35	595	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	54
282	3,449	6,226	3,833	48	143	.....	1,120	16,099	55
.....	.....	.....	.....	.....	.....	.....	9,785	159,695	56
.....	.....	.....	.....	.....	.....	.....	57	650	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
7,500	100,385	55,526	31,805	4,039	14,744	4	80,207	1,063,652	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.				
		WOOD, AND MANUFACTURES OF.				
		Lumber.			Manufactures of.	
		Shingles.		Other lumber.	Cabinet-ware and house-furniture.	All other.
		M.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic			9,176		
2	Austria					
3	Belgium					
4	Brazil					
5	Central American States: Costa Rica					
6	Guatemala					80
7	Honduras					
8	Nicaragua					
9	San Salvador					
10	Chili					
11	Denmark					
12	Danish West Indies					
13	Ecuador					
14	France				50	3,868
15	French West Indies			13		
16	French Guiana					
17	Miquelon, Langley, and St. Pierre Islands					
18	French Poss. in Africa and adjacent islands					
19	French Possessions, all other					539
20	Germany					335
21	England			34,714	1,054	23,170
22	Scotland			999		420
23	Ireland					
24	Gibraltar					
25	Nova Scotia, N. Brunswick, and Pr. Ed. Island	30	60		50	6,866
26	Quebec, Ontario, Manitoba, and the N. W. Ter				5,294	1,198
27	British Columbia					1,563
28	Newfoundland and Labrador					
29	British West Indies				65	7,525
30	British Guiana					
31	British Honduras					
32	British East Indies					
33	Hong-Kong					
34	British Poss. in Africa and adjacent islands					
35	British Possessions in Australasia			1,620		309
36	Hawaiian Islands					207
37	Hayti					
38	Italy					
39	Japan					
40	Liberia			26		
41	Mexico				163	372
42	Netherlands					
43	Dutch West Indies					
44	Dutch Guiana					
45	Peru			825		
46	Portugal					
47	Azore, Madeira, and Cape Verde Islands			75		
48	Russia, Asiatic					
49	San Domingo					
50	Spain					
51	Cuba			7,967		12,945
52	Porto Rico			606		
53	Spanish Poss. in Africa and adjacent islands					
54	Sweden and Norway					
55	United States of Colombia					404
56	Uruguay					
57	Venezuela					900
58	All other islands and ports					640
	Total	30	60	56,021	6,676	61,341

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.											
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.											
Unmanufactnred.						Manufactures of.					
Clothing wools.		Combing wools.		Carpet and other similar wools.		Carpets and carpeting of all kinds.		Clothing, ready-made, and other wearing-apparel, except shawls and knit goods.	Cloths.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. yds.*	*Dollars.*	*Dollars.*	*Lbs.*	*Dolls.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
1,772,665	193,267	.....	.....	1,656	140	.....	.....	.....	1,216	2,016	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	88	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	18	26	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
4,816	720	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
288,610	26,094	.....	.....	.....	.....	2,100	4,342	.....	1,886	2,099	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	232	249	19
28,804	3,386	.....	.....	.....	.....	.....	.....	15	1,363	1,444	20
932,943	138,932	63,614	9,291	15,344	1,695	322	605	2,300	29,845	28,840	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
427	61	.....	.....	1,521	169	.....	.....	23	.....	.....	25
3,186,145	405,113	77,598	8,895	354,149	37,007	97	68	1,491	6,195	6,419	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	3,705	4,168	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	84	59	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	164	9,665	10,769	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	3,927	1,235	2,502	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	.....	.....	.....	.....	.....	52	86	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
6,214,410	767,573	141,212	18,186	372,670	39,011	2,519	5,015	8,008	55,486	58,677	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	DUTIABLE.		
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.		
		Manufactures of.		
		Dress goods, women's and children's.		Knit goods.
		Sq. yards.	*Dollars.*	*Dollars.*
1	Argentine Republic			
2	Austria			
3	Belgium			
4	Brazil			
5	Central American States: Costa Rica			382
6	Guatemala			
7	Honduras			
8	Nicaragua			
9	San Salvador			
10	Chili			
11	Denmark			
12	Danish West Indies			
13	Ecuador			
14	France	74,057	17,447	
15	French West Indies			
16	French Guiana			
17	Miquelon, Langley, and St. Pierre Islands			
18	French Possessions in Africa and adjacent islands			
19	French Possessions, all other	17	6	
20	Germany	165,528	25,398	567
21	England	52,132	10,095	3,013
22	Scotland			
23	Ireland			
24	Gibraltar			
25	Nova Scotia, New Brunswick, and Prince Edward Island			
26	Quebec, Ontario, Manitoba, and the Northwest Territory	82,326	16,921	2,902
27	British Columbia	459	134	
28	Newfoundland and Labrador			
29	British West Indies			
30	British Guiana			
31	British Honduras			
32	British East Indies			
33	Hong-Kong			
34	British Possessions in Africa and adjacent islands			
35	British Possessions in Australasia			
36	Hawaiian Islands	8,364	1,149	
37	Hayti			
38	Italy			
39	Japan			
40	Liberia			
41	Mexico	8,132	1,484	29
42	Netherlands			
43	Dutch West Indies			
44	Dutch Guiana			
45	Peru			
46	Portugal			
47	Azore, Madeira, and Cape Verde Islands			
48	Russia, Asiatic			
49	San Domingo			
50	Spain			
51	Cuba			
52	Porto Rico			
53	Spanish Possessions in Africa and adjacent islands			
54	Sweden and Norway			
55	United States of Colombia			
56	Uruguay			
57	Venezuela			
58	All other islands and ports			
	Total	391,015	72,634	6,893

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

DUTIABLE.										
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.						ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF.			All other dutiable articles.	
Manufactures of.						In blocks or pigs, and old.		Manufactures of.		
Rags, shoddy, mungo, waste, and flocks.		Shawls.	Yarns.		All other.					
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	18,808	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
5,673	1,870	.....	4,228	2,550	.....	.....	.....	.....	9,236	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	16,351	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	273	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,734	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	25	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,424	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	352	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	45	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	323	13
.....	.....	.....	.....	.....	3,443	.....	.....	.....	530	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,062	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	59	.....	.....	.....	287	19
.....	.....	.....	.....	.....	10,049	.....	.....	.....	21,212	20
4,082	1,414	.....	12,950	7,922	67,653	13,496	175	.....	4,410	21
.....	.....	.....	.....	.....	101	.....	.....	.....	165	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	399	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,589	25
540	120	.....	2,860	2,360	14,251	.....	.....	.....	10,794	26
.....	.....	.....	.....	.....	1,734	.....	.....	.....	3,444	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	178	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,374	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	179	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	113	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	372	35
.....	.....	.....	.....	.....	3,108	.....	.....	.....	215	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	99	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	702	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	54	40
.....	.....	3,420	.....	.....	3,138	.....	.....	7	3,050	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	11,058	42
.....	.....	.....	.....	.....	16	.....	.....	.....	340	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	73	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	465	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,423	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	3,533	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,146	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	12,588	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	2,669	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
10,295	3,404	3,420	20,038	12,832	103,552	13,496	175	7	135,094	

No. 13.—EXPORTS *of* FOREIGN MERCHANDISE

	COUNTRIES TO WHICH EXPORTED.	RECAPITULATION.			
		TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	Exported from warehouse.	Exported not from warehouse.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Argentine Republic	686,518	6,298	674,115	18,701
2	Austria	.....	3,000	.....	3,000
3	Belgium	428,634	272,166	424,451	276,349
4	Brazil	44,008	12,222	43,278	12,952
5	Central American States: Costa Rica	7,602	778	7,341	1,039
6	Guatemala	18,828	8,147	14,022	12,953
7	Honduras	13,388	2,794	12,984	3,198
8	Nicaragua	16,524	5,499	16,296	5,727
9	San Salvador	40	721	.....	761
10	Chili	5,036	1,595	6,519	112
11	Denmark	720	10,387	2,340	8,767
12	Danish West Indies	7,077	1,705	6,668	2,114
13	Ecuador	889	2,491	1,898	1,482
14	France	348,654	1,227,022	318,256	1,257,420
15	French West Indies	16,544	1,890	16,274	2,160
16	French Guiana	3,900	1,088	3,754	1,234
17	Miquelon, Langley, and St. Pierre Islands	2,572	10,021	2,534	10,059
18	French Poss. in Africa and adjacent islands	1,026	67	1,026	67
19	French Possessions, all others	24,046	3,478	21,179	6,345
20	Germany	310,000	944,617	291,912	962,705
21	England	1,545,871	1,548,993	1,317,345	1,777,519
22	Scotland	48,548	65,475	47,761	66,262
23	Ireland	399	250	399	250
24	Gibraltar	5,005	.....	5,005	.....
25	Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd	131,036	33,893	115,399	49,530
26	Quebec, Ontario, Manitoba, and the N. W. Ter	1,991,532	326,540	2,163,139	154,933
27	British Columbia	122,922	54,151	80,895	96,178
28	Newfoundland and Labrador	5,486	1,384	5,193	1,677
29	British West Indies	143,568	38,606	145,379	36,795
30	British Guiana	39,588	6,240	39,247	6,581
31	British Honduras	2,551	2,871	1,939	3,483
32	British East Indies	150	380	150	380
33	Hong-Kong	3,987	.....	2,853	1,134
34	British Poss. in Africa and adjacent islands	11,495	158	11,624	29
35	British Possessions in Australasia	44,872	80,089	58,142	66,819
36	Hawaiian Islands	82,281	19,155	70,791	30,645
37	Hayti	162,542	8,268	162,092	8,718
38	Italy	19,904	95,219	19,543	95,580
39	Japan	5,593	49,685	5,079	50,199
40	Liberia	3,793	86	3,793	86
41	Mexico	211,589	480,839	194,774	497,654
42	Netherlands	187,931	214,783	176,786	225,928
43	Dutch West Indies	2,690	815	1,532	1,973
44	Dutch Guiana	3,529	.....	3,247	282
45	Peru	3,269	1,592	3,489	1,372
46	Portugal	34,366	.....	34,366	.....
47	Azore, Madeira, and Cape Verde Islands	4,087	285	4,013	359
48	Russia, Asiatic	24	1,066	24	1,066
49	San Domingo	16,019	2,432	14,711	3,740
50	Spain	15,693	12,226	14,059	13,860
51	Cuba	331,002	76,479	312,586	94,895
52	Porto Rico	17,309	13,942	16,355	14,896
53	Spanish Poss. in Africa and adjacent islands	674	3,787	595	3,868
54	Sweden and Norway	.....	4,070	3,750	320
55	United States of Colombia	117,998	22,978	107,660	33,316
56	Uruguay	173,173	1,083	169,965	4,291
57	Venezuela	24,809	19,900	18,898	25,811
58	All other islands and ports	3,843	1,446	3,899	1,390
	Total	7,455,134	5,705,154	7,201,324	5,958,964

by **COUNTRIES—Year** *ending June* 30, **1887**—Continued.

RECAPITULATION.							
Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		TOTAL VALUE OF EXPORTS OF FOREIGN MERCHANDISE.	TOTAL VALUE OF EXPORTS OF FOREIGN MERCHANDISE TO EACH COUNTRY AND ITS DEPENDENCIES.	
	Steam.	Sail.	Steam.	Sail.			
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	77	185,742	16	506,981	692,816	692,816	1
.....	.....	.....	3,000	.....	3,000	3,000	2
.....	9,691	.....	690,314	795	700,800	700,800	3
.....	21,615	5,981	20,401	8,233	56,230	56,230	4
214	76	.....	8,057	33	8,380	8,380	5
2,230	24,737	.....	8	.....	26,975	26,975	6
.....	10,507	237	3,710	1,728	16,182	16,182	7
.....	4,109	902	16,415	597	22,023	22,023	8
.....	761	.....	.....	.....	761	761	9
.....	60	4,250	.....	2,321	6,631	6,631	10
.....	.....	.....	11,107	.....	11,107	19,889	11
.....	445	6,786	950	601	8,782		12
.....	413	1,069	125	1,773	3,380	3,380	13
.....	.....	.....	1,511,936	63,740	1,575,676		14
.....	.....	4,608	10,248	3,578	18,434		15
.....	.....	4,491	.....	497	4,988		16
.....	.....	.....	192	12,401	12,593	1,640,308	17
.....	.....	1,093	.....	.....	1,093		18
.....	2,698	24,826	.....	.....	27,524		19
.....	.....	.....	1,235,752	18,865	1,254,617	1,254,617	20
.....	312	87,583	2,876,511	130,458	3,094,864		21
.....	.....	.....	114,023	.....	114,023		22
.....	.....	.....	649	.....	649		23
.....	.....	.....	627	4,378	5,005		24
15,077	50,977	2,652	27,866	68,357	164,929		25
2,212,372	26,548	6,686	35,357	37,109	2,318,072		26
35,708	141,365	.....	.....	.....	177,073		27
478	.....	.....	3,555	2,837	6,870	6,256,040	28
.....	6,801	16,425	126,112	32,836	182,174		29
.....	.....	26,033	4,732	15,063	45,828		30
.....	3,031	.....	2,391	.....	5,422		31
.....	.....	.....	380	150	530		32
.....	2,881	1,061	45	.....	3,987		33
.....	.....	6,849	.....	4,804	11,653		34
614	56,312	16,761	17,285	33,989	124,961		35
.....	22,238	45,891	33,219	88	101,436	101,436	36
.....	33,867	21,917	99,863	15,163	170,810	170,810	37
.....	.....	.....	115,123	.....	115,123	115,123	38
728	9,572	126	44,682	170	55,278	55,278	39
.....	.....	3,759	120	.....	3,879	3,879	40
336,664	166,168	98,602	87,086	3,908	692,428	692,428	41
.....	9,175	.....	393,539	.....	402,714		42
.....	2,784	227	184	310	3,505	409,748	43
.....	.....	3,255	64	210	3,529		44
.....	1,372	2,269	.....	1,220	4,861	4,861	45
.....	.....	.....	7,900	26,466	34,366	34,366	46
.....	.....	4,125	.....	247	4,372	4,372	47
.....	.....	.....	1,090	.....	1,090	1,090	48
.....	13,508	2,241	1,879	823	18,451	18,451	49
.....	.....	123	27,796	.....	27,919		50
.....	251,012	106,774	29,264	20,431	407,481	471,114	51
.....	2,805	13,836	11,816	2,794	31,251		52
.....	.....	3,127	.....	1,336	4,463		53
.....	.....	.....	4,070	.....	4,070	4,070	54
729	104,088	24,015	9,547	2,597	140,976	140,976	55
.....	233	67,424	563	106,036	174,256	174,256	56
.....	34,920	1,218	8,361	210	44,709	44,709	57
.....	.....	5,289	.....	.....	5,289	5,289	58
2,604,814	1,015,158	808,253	7,597,930	1,134,133	13,160,288	13,160,288	

No. 14.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

EXPORTS OF FOREIGN MERCHANDISE,

BY CUSTOMS DISTRICTS,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.				
		Animals, not elsewhere specified.	Articles, the growth, produce, or manufacture of the United States, returned.	Art-works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists.	Asphaltum or bitumen, crude.	
		All other, including fowls.				
		Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md					
2	Boston and Charlestown, Mass	20		2,500		
3	Brazos de Santiago, Tex					
4	Buffalo Creek, N. Y					
5	Cape Vincent, N. Y					
6	Chicago, Ill					
7	Corpus Christi, Tex					
8	Detroit, Mich					
9	Duluth, Minn					
10	Fairfield, Conn					
11	Galveston, Tex					
12	Huron, Mich					
13	Key West, Fla					
14	Machias, Me					
15	Minnesota, Minn					
16	New Bedford, Mass					
17	New Haven, Conn					
19	New York, N. Y	120	8,087		406,147	3,606
21	Oswegatchie, N. Y					
25	Philadelphia, Pa			250		
31	San Francisco, Cal		455			
	Total	140	8,542	2,750	406,147	3,606

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.			
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.			
		Gums.			
		Arabic.		Camphor, crude.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass				
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
14	Machias, Me				
15	Minnesota, Minn				
16	New Bedford, Mass				
17	New Haven, Conn				
19	New York, N. Y	17,597	4,427		
21	Oswegatchie, N. Y			220	100
25	Philadelphia, Pa				
31	San Francisco, Cal				
	Total	17,597	4,427	220	100

by **CUSTOMS DISTRICTS—Year** *ending June* 30, **1887.**

FREE OF DUTY.								
	CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.							
Books, and other printed matter, not elsewhere specified.	Barks: Cinchona, or other, used in the manufacture of quinia.		Cochineal.		Dye-woods in sticks.			
					Logwood.		All other.	
Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	219	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	2	3	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
3,440	5,250	1,950	606	181	1	30	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	21
60	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	31
3,500	5,252	1,953	606	181	1	30	219	

FREE OF DUTY.								
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.								
Gums.						Indigo.		
Cutch, or catechu, and terra japonica, or gambia.		Shellac.		All other gums and gum resins, not elsewhere specified.				
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
31,523	1,415	.....	.....	5,735	466	7,715	4,400	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	2,248	361	158,638	17,055	12,323	6,162	19
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	5,000	500	.....	.....	25
3,600	195	.....	.....	.....	.....	.....	.....	31
35,123	1,610	2,248	361	169,373	18,021	20,038	10,562	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.			
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.			
		Lime, chloride of, or bleaching powder.		Licorice-root.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass				
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
13	Key West, Fla				
15	Minnesota, Minn				
18	New Orleans, La				
19	New York, N. Y	11,611	404	27	4
21	Oswegatchie, N. Y				
23	Paso del Norte, Tex. and N. Mex				
25	Philadelphia, Pa				
26	Portland and Falmouth, Me				
28	Saint John's, Fla				
29	Saluria, Tex				
30	San Diego, Cal				
31	San Francisco, Cal				
	Total	11,611	404	27	4

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.				
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.				
		Vanilla beans.		All other.	Cocao, or cacao, crude, and leaves and shells of.	
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md					
2	Boston and Charlestown, Mass			4,035		
3	Brazos de Santiago, Tex				8,114	1,416
4	Buffalo Creek, N. Y					
5	Cape Vincent, N. Y					
6	Chicago, Ill					
7	Corpus Christi, Tex			11	13,865	2,813
8	Detroit, Mich					
9	Duluth, Minn					
13	Key West, Fla					
15	Minnesota, Minn					
18	New Orleans, La			730		
19	New York, N. Y	1,568	11,058	188,079	1,927,582	257,584
21	Oswegatchie, N. Y					
23	Paso del Norte, Tex. and N. Mex			10		
25	Philadelphia, Pa			54	719	114
26	Portland and Falmouth, Me					
28	Saint John's, Fla					
29	Saluria, Tex			12		
30	San Diego, Cal					
31	San Francisco, Cal			20,475	11,579	1,745
	Total	1,568	11,058	213,406	1,961,859	263,672

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

FREE OF DUTY.

CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.

Mineral waters, all not artificial.		Quinia, sulphate of, salts of, and cinchonidia.		Soda, nitrate of.		Sulphur, or brimstone, crude.		
Gallons.	*Dollars.*	*Ounces.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
50	50	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	18
237	59	160	107	5,968,003	129,346	20	400	19
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	2	3	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	30
310	129	.....	.....	.....	.....	.....	.....	31
597	238	162	110	5,968,003	129,346	20	400	

FREE OF DUTY.

Coffee.		Coir yarn.		Cork wood, or cork bark, unmanufactured.	Cotton, unmanufactured.		Eggs.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dozens.*	*Dollars.*	
1,173	175	.....	.....	.....	.....	.....	.....	.....	1
44,732	7,765	.....	.....	.....	42,156	6,599	.....	.....	2
591,710	80,286	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
2,600	390	.....	.....	33	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
1,301,388	179,040	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
3,158	505	.....	.....	.....	.....	.....	.....	.....	13
1,464	236	.....	.....	.....	.....	.....	.....	.....	15
122,323	20,534	.....	.....	.....	.....	.....	.....	.....	18
21,943,673	2,462,654	27,040	600	.....	173,833	13,730	.....	.....	19
99,240	19,353	.....	.....	.....	.....	.....	11,550	1,716	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
652	152	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	26
4,166	583	.....	.....	.....	.....	.....	.....	.....	28
72,164	7,377	.....	.....	.....	.....	.....	.....	.....	29
3,244	570	.....	.....	.....	.....	.....	.....	.....	30
1,097,896	151,780	.....	.....	.....	500,382	68,609	200	11	31
25,289,583	2,931,400	27,040	600	33	716,371	88,938	11,750	1,727	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.			
		Farinaceous substances, and preparations of, not elsewhere specified.	FERTILIZERS.		
			Phosphates, crude or native, for fertilizing purposes.		All other.
		Dollars.	*Tons.*	*Dollars.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass	57			
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y	363			
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
14	Machias, Me				
15	Minnesota, Minn				
18	New Orleans, La				
19	New York, N. Y	207	15	295	1,041
23	Paso del Norte, Tex. and N. Mex				
25	Philadelphia, Pa				
26	Portland and Falmouth, Me				
31	San Francisco, Cal	2,737			
	Total	3,364	15	295	1,041

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.		
		Household and personal effects, and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad.	India-rubber and gutta-percha, crude.	
		Dollars.	*Pounds.*	*Dollars.*
1	Baltimore, Md			
2	Boston and Charlestown, Mass	95		
3	Brazos de Santiago, Tex			
4	Buffalo Creek, N. Y			
5	Cape Vincent, N. Y			
6	Chicago, Ill			
7	Corpus Christi, Tex			
8	Detroit, Mich			
9	Duluth, Minn			
10	Fairfield, Conn			
11	Galveston, Tex			
12	Huron, Mich			
13	Key West, Fla			
14	Machias, Me			
15	Minnesota, Minn			
16	New Bedford, Mass			
17	New Haven, Conn			
19	New York, N. Y	2,653	628,607	320,543
23	Paso del Norte, Tex. and N. Mex	602		
25	Philadelphia, Pa	11	9,710	971
31	San Francisco, Cal	200		
	Total	3,561	638,317	321,514

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

FREE OF DUTY.									
FISH, NOT ELSEWHERE SPECIFIED.		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			Furs and fur-skins, undressed.	Hair, not elsewhere specified.	HIDES AND SKINS, OTHER THAN FUR-SKINS.		
Lobsters, canned or preserved.	All other.	Bananas.	Cocoanuts.	All other.			Goat-skins.	All other.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
9,548	.....	824	1,075	1,311	.....	.....	.....	8,472	2
.....	.....	.....	.....	3	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	253	12
.....	.....	.....	.....	7	.....	.....	.....	.....	13
.....	.....	.....	.....	250	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	9	.....	.....	.....	3,641	18
78,017	90	1,721	84,801	13,235	202,280	15,235	.....	70,570	19
.....	2	.....	.....	14	.....	.....	.....	20	23
.....	.....	.....	.....	8	.....	.....	97	.....	25
125	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	1,405	.....	.....	.....	.....	31
87,690	92	2,545	85,876	16,242	202,280	15,235	97	82,956	

FREE OF DUTY.								
IVORY.				OILS, NOT ELSEWHERE SPECIFIED.				
Animal.		Vegetable.		Fixed or expressed.		Volatile or essential.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	3,802,727	194,277	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
4,560	8,968	554,629	13,769	128,719	7,640	3,059	6,621	19
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	31
4,560	8,968	554,629	13,769	3,931,446	201,917	3,059	6,621	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.			
		PAPER STOCK, CRUDE.			SILK, UNMANUFACTURED.
		Rags, other than woolen.		Seeds, not medicinal, not elsewhere specified.	Eggs (silkworms').
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass				
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
18	New Orleans, La				
19	New York, N. Y	27,912	1,329	8,051	6,300
21	Oswegatchie, N. Y				
23	Pas del Norte, Tex. and N. Mex			1	
28	Saint John's, Fla				
29	Saluria, Tex				
31	San Francisco, Cal			91	
	Total	27,912	1,329	8,143	6,300

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	FREE OF DUTY.			
		SPICES, UNGROUND.		Tea.	
		All other.			
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md	17	3	108	53
2	Boston and Charlestown, Mass	3,525	150	27,441	5,059
3	Brazos de Santiago, Tex	2,800	1,087	35	35
5	Cape Vincent, N. Y	286	57	23,966	9,586
6	Chicago, Ill			6,433	1,292
7	Corpus Christi, Tex	857	245	895	372
8	Detroit, Mich			588	184
12	Huron, Mich			1,750,001	264,019
13	Key West, Fla			60	24
14	Machias, Me				
15	Minnesota, Minn	373	35	58,262	9,216
17	New Haven, Conn			536	159
18	New Orleans, La	11	1	10	7
19	New York, N. Y	1,244,063	71,744	292,786	75,638
21	Oswegatchie, N. Y			32,742	6,579
22	Oswego, N. Y			6,181	1,677
23	Paso del Norte, Tex. and N. Mex				
25	Philadelphia, Pa			167	70
26	Portland and Falmouth, Me			90	38
28	Saint John's, Fla				
29	Saluria, Tex	24	4	805	447
30	San Diego, Cal			588	222
31	San Francisco, Cal	34,698	6,635	148,341	32,492
	Total	1,286,654	79,961	2,350,035	407,169

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

FREE OF DUTY.								
SILK, UNMANUFACTURED.				SPICES, UNGROUND.				
Raw, or as reeled from the cocoon.		Waste.		Nutmegs.		Pepper.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	6	4	.....	.....	1
.....	.....	.....	.....	.....	.....	3,608	605	2
.....	.....	.....	.....	.....	.....	2,618	417	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	60	35	9,610	1,430	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	360	63	18
7,779	34,549	1,093	550	5,365	2,271	441,142	67,600	19
.....	.....	.....	.....	.....	.....	950	190	21
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	40	5	28
.....	.....	.....	.....	.....	.....	550	102	29
.....	.....	.....	.....	66	33	20,872	3,446	31
7,779	34,549	1,093	550	5,497	2,343	479,750	73,858	

FREE OF DUTY.										
Tin, bars, blocks, or pigs, grain or granulated.		Wood, unmanufactured, not elsewhere specified.	ARTICLES ADMITTED FREE UNDER RECIPROCITY TREATY WITH HAWAIIAN ISLANDS.				All other free articles.	TOTAL FREE OF DUTY.		
			Rice.		Molasses.					
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dollars.*	*Dollars.*		
.....	.....	.....	.....	.....	.....	.....	.....	235		1
22,409	4,126	3,404	.....	.....	.....	.....	494	256,697		2
106	26	.....	.....	.....	.....	.....	.....	83,320		3
800	12	.....	.....	.....	.....	.....	.....	10,660		5
.....	.....	.....	.....	.....	.....	.....	.....	1,292		6
.....	.....	.....	.....	.....	.....	.....	.....	183,949		7
.....	.....	.....	.....	.....	.....	.....	.....	184		8
.....	.....	.....	.....	.....	.....	.....	.....	264,272		12
.....	.....	.....	.....	.....	.....	.....	3	539		13
.....	.....	.....	.....	.....	.....	.....	.....	250		14
.....	.....	.....	.....	.....	.....	.....	.....	9,487		15
.....	.....	.....	.....	.....	.....	.....	.....	159		17
.....	.....	200	.....	.....	.....	.....	30	25,215		18
15,286	3,511	79,514	.....	.....	.....	.....	179,894	4,468,081		19
.....	.....	.....	.....	.....	.....	.....	.....	27,938		21
.....	.....	.....	.....	.....	.....	.....	.....	1,677		22
.....	.....	.....	.....	.....	.....	.....	154	803		23
.....	.....	1,128	.....	.....	.....	.....	.....	3,415		25
.....	.....	.....	.....	.....	.....	.....	.....	163		26
.....	.....	.....	.....	.....	.....	.....	.....	588		28
1,485	75	.....	.....	.....	.....	.....	.....	8,020		29
.....	.....	.....	.....	.....	.....	.....	.....	792		30
81,719	19,534	314	32,300	1,464	4,779	538	45,130	357,418		31
121,805	27,284	84,560	32,300	1,464	4,779	538	225,705	5,705,154		

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.				
		ANIMALS, NOT ELSEWHERE SPECIFIED.				
		Horses.		Sheep.		All other.
		No.	*Dollars.*	*Number.*	*Dollars.*	*Dollars.*
1	Baltimore, Md					
2	Boston and Charlestown, Mass	1	300			
3	Brazos de Santiago, Tex					
4	Buffalo Creek, N. Y	4	2,810			
5	Cape Vincent, N. Y					
6	Chicago, Ill					
7	Corpus Christi, Tex					
8	Detroit, Mich	8	735			
9	Duluth, Me	2	100			
10	Fairfield, Conn					
11	Galveston, Tex					
12	Huron, Mich					
13	Key West, Fla					
18	New Orleans, La					
19	New York, N. Y	2	5,355			200
21	Oswegatchie, N. Y					
22	Oswego, N. Y					
23	Paso del Norte, Tex. and N. Mex	10	6,163			
25	Philadelphia, Pa					
30	San Diego, Cal			150	90	5
31	San Francisco, Cal					
	Total	27	15,463	150	90	205

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		Bristles.		Brushes.	Buttons, except of brass, gilt, or silk, and button molds, and button materials, made in pattern or cut for buttons exclusively.
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass				
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
14	Machias, Me				
15	Minnesota Minn				
17	New Haven, Conn				
18	New Orleans, La			44	
19	New York, N. Y	36,322	29,323		1,338
24	Passamaquoddy, Me				
25	Philadelphia, Pa				35
31	San Francisco, Cal			35	349
	Total	36,322	29,323	79	1,722

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.										
			BREADSTUFFS.							
Art-works, not elsewhere specified: Paintings, in oil or water colors, and statuary.	Books, maps, engravings, etchings, and other printed matter, not elsewhere specified.	Brass, and manufactures of.	Barley.		Rye.		Wheat.		All other breadstuffs, and preparations of, used as food, not elsewhere specified.	
Dollars.	*Dollars.*	*Dollars.*	*Bush.*	*Dollars.*	*Bush.*	*Dolls.*	*Bush.*	*Dollars.*	*Dollars.*	
.....	55	.....	.....	.....	.....	.....	.....	.....	.....	1
4,500	104	.....	.....	.....	.....	.....	7,866	5,664	.....	2
.....	116	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	68	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	51	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
15,175	200	56	.....	.....	.....	.....	.....	.....	.....	18
103,298	6,068	425	29,319	17,592	92,851	55,672	350,580	280,329	7	19
.....	.....	.....	.....	.....	11,809	6,686	.....	.....	.....	21
.....	.....	.....	12,297	8,896	30,167	21,825	.....	.....	.....	22
212	298	55	.....	.....	.....	.....	.....	.....	.....	23
11,928	80	8,759	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	80	400	.....	.....	.....	.....	.....	.....	271	31
135,113	7,120	9,695	41,616	26,488	134,827	84,183	358,446	285,993	278	

DUTIABLE.									
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.							
Cement.		Coal-tar colors and dyes.	Glycerine.		Logwood and other dye-woods, extracts and decoctions of.		Opium, crude.		
Barrels.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
200	199	827	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
45	123	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	18
10,694	13,911	22,040	21,633	1,863	2,000	140	62,604	129,158	19
100	101	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	25
1,710	1,849	.....	.....	.....	.....	.....	1,564	3,651	31
12,749	16,183	22,867	21,633	1,863	2,000	140	64,168	132,809	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.			
		Potash, nitrate of, or saltpeter, crude.		Soda. Bicarbonate of.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass				
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
18	New Orleans, La				
19	New York, N. Y	484,850	13,747	64,781	976
22	Oswego, N. Y				
23	Paso del Norte, Tex. and N. Mex				
26	Portland and Falmouth, Me				
28	Saint John's Fla				
29	Saluria, Tex				
31	San Francisco, Cal				
	Total	484,850	13,747	64,781	976

	CUSTOMS DISTRICTS FROM WHICH EXPORTRD.	DUTIABLE.			
		Clays or earths of all kinds including china-clay, or kaoline.		CLOCKS AND WATCHES, AND PARTS OF.	
				Clocks, and parts of.	Watches, and parts of, and watch materialsand movements.
		Tons.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass	8	112		
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
18	New Orleans, La				
19	New York, N. Y			1,100	4,217
23	Paso del Norte, Tex. and N. Mex				250
25	Philadelphia, Pa				
29	Saluria, Tex				
30	San Diego, Cal				
31	San Francisco, Cal	4	42		
	Total	12	154	1,100	4,467

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.

CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.

Soda.									
Carbonate, including sal-soda and soda-ash.		Caustic.		All other salts of.		Sumac, ground.		All other.	
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
35,432	333	160,600	2,906	.....	.....	22,226	831	1,444	2
.....	.....	6,917	303	.....	.....	.....	.....	18	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	6,350	345	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	2,792	53	.....	.....	.....	.....	514	18
86,916	1,051	831,756	16,325	13,449	167	67,300	1,687	29,394	19
.....	.....	.....	.....	.....	.....	.....	.....	219	22
.....	.....	22,750	544	.....	.....	.....	.....	34	23
.....	.....	5,965	100	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	3	28
.....	.....	.....	.....	.....	.....	.....	.....	58	29
4,775	84	33,048	748	.....	.....	.....	.....	5,646	31
127,123	1,468	1,070,178	21,324	13,449	167	89,526	2,518	37,330	

DUTIABLE.

Coal, bituminous.		COPPER, AND MANUFACTURES OF.					Corsets.	COTTON, MANUFACTURES OF.		
		Ore (fine copper contained therein).		Pigs, bars, ingots, old, and other unmanufactured.		All other manufactures of.		Cloths. Not bleached, dyed, colored, stained, painted, or printed.		
Tons.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Sq. yards.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	70	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	69,724	5,640	.....	.....	343	.....	.....	.....	18
.....	.....	.....	.....	166,004	17,991	5,110	3,461	26,033	1,016	19
.....	.....	.....	.....	.....	1	2	.....	.....	.....	23
.....	.....	.....	.....	45,324	2,854	1,161	.....	3,086	401	25
.....	.....	.....	.....	.....	.....	.....	.....	750	147	29
13	167	.....	.....	.....	.....	.....	.....	.....	.....	30
151	1,057	.....	.....	500	20	.....	.....	.....	.....	31
164	1,224	69,724	5,640	211,828	20,866	6,686	3,461	29,869	1,564	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		COTTON, MANUFACTURES OF.			
		Cloths.		Clothing, ready-made, and other wearing-apparel, not including knit goods.	Embroideries, laces, insertings, trimmings, and lace window-curtains.
		Bleached, dyed, colored, stained, painted, or printed.			
		Sq. yards.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....
2	Boston and Charlestown, Mass	2,973	546	.....	.....
3	Brazos de Santiago, Tex	.....	.....	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	.....	.....
7	Corpus Christi, Tex	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
11	Galveston, Tex	.....	.....	.....	.....
12	Huron, Mich	.....	.....	.....	.....
13	Key West, Fla	.....	.....	.....	.....
14	Machias, Me	.....	.....	.....	.....
15	Minnesota, Minn	.....	.....	.....	.....
16	New Bedford, Mass	.....	.....	.....	.....
18	New Orleans, La	22,492	1,138	.....	.....
19	New York, N. Y	180,147	20,593	500	27,707
23	Paso del Norte, Tex. and N. Mex	22,850	1,586	264	15
25	Philadelphia, Pa	.....	.....	.....	195
31	San Francisco, Cal	8,481	596	.....	22
	Total	236,943	24,459	764	27,939

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		FANCY ARTICLES.			
		Fans, except palm-leaf.	Feathers, ornamental, natural.	Feathers and flowers, artificial.	Perfumeries, cosmetics, and all toilet-preparations.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....
2	Boston and Charlestown, Mass	.....	.....	.....	.....
3	Brazos de Santiago, Tex	.....	.....	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	.....	.....
7	Corpus Christi, Tex	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
11	Galveston, Tex	.....	.....	.....	.....
12	Huron, Mich	.....	.....	.....	.....
13	Key West, Fla	.....	.....	.....	.....
17	New Haven, Conn	.....	.....	.....	.....
18	New Orleans, La	4	.....	46	118
19	New York, N. Y	1,856	23,465	60	2,590
23	Paso del Norte, Tex. and N. Mex	.....	40	.....	20
25	Philadelphia, Pa	.....	.....	.....	.....
26	Portland and Falmouth, Me	.....	.....	.....	.....
29	Saluria, Tex	.....	.....	.....	.....
31	San Francisco, Cal	199	.....	.....	.....
	Total	2,059	23,505	106	2,728

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.

COTTON, MANUFACTURES OF.			EARTHEN, STONE, AND CHINA WARE.			FANCY ARTICLES.		
Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting machines or frames, or knit by hand.	Thread (not on spools), yarn, warps, or warp-yarn.	All other manufactures of.	China, porcelain, parian, and bisque, earthen, stone, and crockery ware.		All other.	Beads (except amber) and bead ornaments.	Dolls and other toys.	
			Not decorated or ornamented.	Decorated or ornamented.				
Dollars.	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	241	120	1,158	.....	.....	1
.....	.....	.....	396	.....	177	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
376	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	3,503	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	298	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
308	.....	.....	36,420	6,351	526	.....	114	18
2,658	905	391	59,554	166	3,493	381	8,937	179	19
166	5	7	1,154	30	26	.....	.....	12	23
.....	.....	.....	.....	.....	31	.....	201	.....	25
448	24	13	4,497	.....	1,388	1,412	.....	723	31
3,956	934	411	101,625	7,184	9,087	3,426	9,138	1,028	

DUTIABLE.

FANCY ARTICLES.		FISH, NOT ELSEWHERE SPECIFIED.							
Pipes of all kinds, and smokers' articles.	All other.	Anchovies and sardines, packed in oil or otherwise.	Cod, haddock, hake, and pollock, dried, smoked, or pickled.		Herring.				
					Dried or smoked.		Pickled or salted.		
Dollars.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Barrels.*	*Dollars.*	
.....	.....	.....	3,890	110	.....	.....	33	89	1
21	250	.....	592,515	9,808	14,345	214	362	1,322	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	260	1,650	158	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	1	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	20	70	17
375	.....	842	.....	.....	.....	.....	.....	.....	18
17	2,950	8,571	4,690,415	127,444	29,900	238	2,253	6,390	19
.....	107	.....	.....	.....	.....	.....	.....	.....	23
348	.....	12	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	17,475	290	.....	.....	26
.....	.....	53	.....	.....	.....	.....	.....	.....	29
159	2,030	2,993	.....	.....	.....	.....	.....	.....	31
920	5,837	12,732	5,288,470	137,520	61,720	742	2,668	7,871	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.				
		FISH, NOT ELSEWHERE SPECIFIED.				
		Mackerel, pickled.		Salmon, pickled.		All other.
		Barrels.	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	80	306			
2	Boston and Charlestown, Mass	2,344	12,460	5	65	7,470
3	Brazos de Santiago, Tex					
7	Corpus Christi, Tex					
8	Detroit, Mich					
9	Duluth, Minn					16,109
10	Fairfield, Conn					
11	Galveston, Tex					816
15	Minnesota, Minn					
17	New Haven, Conn	12	60			
18	New Orleans, La					
19	New York, N. Y	13,398	65,542	22	385	23,781
20	Norfolk and Portsmouth, Va					
23	Paso del Norte, Tex. and N. Mex					8
25	Philadelphia, Pa					
28	Saint John's, Fla					
29	Saluria, Tex					
31	San Francisco, Cal					20,626
32	Teche, La					
	Total	15,834	78,368	27	450	68,810

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.			
		Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value.			
		Brown or bleached linens, ducks, canvas, paddings, cotbottoms, diapers, crash, huckabacks, handkerchiefs, and lawns.	Cables and cordage.		Thread, twine, and packthread.
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*
1	Baltimore, Md		1,470	100	
2	Boston and Charlestown, Mass		19,468	1,718	
3	Brazos de Santiago, Tex				
7	Corpus Christi, Tex				
8	Detroit, Mich				158
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
15	Minnesota, Minn				
17	New Haven, Conn				
18	New Orleans, La	1,269			
19	New York, N. Y	17,518	1,200	145	597
20	Norfolk and Portsmouth, Va				
23	Paso del Norte, Tex. and N. Mex	10	151	31	
25	Philadelphia, Pa				
28	Saint John's, Fla				
29	Saluria, Tex				
31	San Francisco, Cal		4,373	527	
32	Teche, La				
	Total	18,797	26,662	2,521	755

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.									
FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.									
Unmanufactured.							Manufactures of flax, hemp, or jute, etc.		
Flax.	Hemp, and all substitutes for hemp.		Jute.		Sisal grass, and other vegetable substances.		Bags and bagging, and like manufactures.	Burlaps (except for bagging for cotton).	
Dollars.	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	186	24,079	.....	.....	604	55,503	4,464	169	2
.....	.....	.....	.....	.....	.....	.....	.....	294	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	1	150	345	12	18
50	160	19,311	234	6,410	2,404	204,051	1,677	669	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	1,175	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	247	29
.....	.....	.....	.....	.....	.....	.....	20,022	.....	31
.....	.....	.....	.....	.....	.....	.....	603	.....	32
50	346	43,390	234	6,410	3,009	259,704	28,286	1,391	

DUTIABLE.									
FLAX, HEMP, JUTE, ETC.			FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.						
Manufactures of flax, hemp, or jute, etc.			Figs.		Lemons.	Oranges.	Prunes.		
Yarns.		All other.							
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	95	11	.....	.....	.....	.....	1
.....	.....	248	17,214	666	1,400	1,628	110	11	2
.....	.....	.....	.....	.....	10	.....	150	23	3
.....	.....	.....	.....	.....	25	.....	.....	.....	7
.....	.....	12	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	1,359	133	1,104	214	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	91	30	4	.....	.....	191	24	18
3,900	315	4,867	16,668	1,234	9,450	7,527	435,803	14,366	19
.....	.....	109,893	.....	.....	.....	.....	.....	.....	20
.....	.....	57	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	105	6	.....	.....	55	8	28
.....	.....	.....	.....	.....	.....	.....	425	43	29
.....	.....	31,306	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
3,900	315	146,474	35,471	2,054	11,989	9,369	436,734	14,475	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			
		Raisins.		Preserved fruits.	All other fruits.
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	588	80	.....	24
2	Boston and Charlestown, Mass	4,120	241	1,966	304
3	Brazos de Santiago, Tex	14,907	899	.....	141
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	.....	.....
7	Corpus Christi, Tex	.....	.....	.....	77
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
13	Key West, Fla	.....	.....	2	1
15	Minnesota, Minn	.....	.....	.....	296
18	New Orleans, La	1,375	80	44	.....
19	New York, N. Y	1,050,157	62,605	2,912	23,505
23	Paso del Norte, Tex. and N. Mex	.....	.....	3	.....
25	Philadelphia, Pa	.....	.....	.....	.....
28	Saint John's, Fla	50	3	39	.....
29	Saluria, Tex	1,650	160	.....	.....
31	San Francisco, Cal	.....	.....	489	1,438
33	Willamette, Oreg	.....	.....	.....	.....
34	Wilmington, N. C	25	3	.....	.....
	Total	1,072,872	64,071	5,455	25,786

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		GLASS AND GLASSWARE.			Hair, not elsewhere specified, and manufactures of.
		Plate glass.		All other.	
		Silvered.			
		Sq. feet.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....
2	Boston and Charlestown, Mass	.....	.....	240	270
3	Brazos de Santiago, Tex	.....	.....	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	.....	.....
7	Corpus Christi, Tex	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
13	Key West, Fla	.....	.....	.....	.....
15	Minnesota, Minn	.....	.....	.....	.....
18	New Orleans, La	.....	.....	826	96
19	New York, N. Y	1,384	512	4,464	726
23	Paso del Norte, Tex. and N. Mex	.....	.....	29	.....
25	Philadelphia, Pa	24	11	.....	686
28	Saint John's, Fla	.....	.....	.....	.....
29	Saluria, Tex	.....	.....	.....	.....
31	San Francisco, Cal	180	230	910	.....
33	Willamette, Oreg	.....	.....	.....	.....
34	Wilmington, N. C	.....	.....	.....	.....
	Total	1,588	753	6,469	1,778

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.									
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			Furs, dressed on the skin, and manufactures of fur.	GLASS AND GLASSWARE.					
Nuts.				Bottles, vials, demijohns, carboys, and jars, empty or filled.	Cylinder, crown, and common window-glass, unpolished.		Plate glass.		
Almonds.		All other.					Unsilvered.		
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. feet.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
10,423	946	3,181	.....	.....	24,169	465	.....	.....	2
.....	.....	11	.....	11	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
502	119	104	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	375	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	131	.....	.....	.....	.....	18
80,138	8,638	14,098	172,839	1,139	700	58	50	14	19
.....	.....	.....	.....	1	.....	.....	.....	.....	23
.....	.....	.....	2,161	24	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	594	.....	604	.....	.....	.....	.....	31
.....	.....	.....	.....	20	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	34
91,063	9,703	17,988	175,000	2,305	24,869	523	50	14	

DUTIABLE.									
Hats, bonnets, and hoods, and materials for.	Hops.		India-rubber and gutta-percha, manufactures of.	IRON AND STEEL, AND MANUFACTURES OF.					
				Pig-iron.		Scrap, fit only to be remanufactured. Iron, wrought and cast.		Bar-iron, rolled or hammered.	
Dollars.	*Pounds.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	1,842	250	.....	25	283	.....	.....	58,248	1,085
.....	.....	.....	1	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	69	1,216	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	3,211	365	.....	.....	.....	.....	.....	.....	.....
65,692	432,226	68,472	1,219	99	1,268	544	6,706	.....	.....
4	.....	.....	7	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	201	107	1,385	.....	.....	28,560	740
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65,696	437,279	69,087	1,428	231	2,936	613	7,922	86,808	1,825

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		IRON AND STEEL, AND MANUFACTURES OF.			
		Bars, railway, of steel or in part of steel.		Hoop, band, and scroll iron.	
		Tons.	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass				
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
14	Machias, Me				
15	Minnesota, Minn				
18	New Orleans, La				
19	New York, N. Y	12	236	20,190	275
23	Paso del Norte, Tex. and N. Mex	324	9,416		
25	Philadelphia, Pa				
30	San Diego, Cal				
31	San Francisco, Cal	600	24,000		
	Total	936	33,652	20,190	275

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		IRON AND STEEL, AND MANUFACTURES OF.			
		Manufactures of, not elsewhere specified.			
		Anvils, axles, and forgings, of iron or steel.		Cutlery.	Fire-arms.
		Pounds.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass				150
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y				
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich				
9	Duluth, Minn				
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
14	Machias, Me				
15	Minnesota, Minn				
18	New Orleans, La			290	711
19	New York, N. Y	14,532	1,229	1,325	758
23	Paso del Norte. Tex. and N. Mex				24
25	Philadelphia, Pa				
30	San Diego, Cal				
31	San Francisco, Cal				268
	Total	14,532	1,229	1,615	

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.										
IRON AND STEEL, AND MANUFACTURES OF.										
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified.		Sheet, plate, and taggers' iron.		Tin-plates, terne-plates, or taggers' tin.		Wire rods (rivet, screw, nail, and fence), round, in coils and loops, of iron or steel.		Wire, and wire rope and strand, iron or steel.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
62,063	1,374	47,942	3,131	213,205	6,463	.....	.....	4,580	800	2
.....	.....	.....	.....	13,642	613	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	11,886	365	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	15,680	392	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
873	65	47,606	3,080	154,461	4,451	32,980	421	92,090	5,113	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	80	2	.....	.....	.....	.....	1,530	301	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
7,881	515	.....	.....	674,105	21,619	.....	.....	8,062	342	31
70,817	1,954	111,308	6,605	1,067,299	33,511	32,980	421	106,262	6,556	

DUTIABLE.									
IRON AND STEEL, AND MANUFACTURES OF.			JEWELRY, MANUFACTURES OF GOLD AND SILVER, AND PRECIOUS STONES.		Lead, and manufactures of.	LEATHER, AND MANUFACTURES OF.			
Manufactures of, not elsewhere specified.									
Machinery.	Needles.	All other.	Jewelry and manufactures of gold and silver.	Precious stones, not elsewhere specified, and imitations of, not set.		Calf-skins, tanned or tanned and dressed.	Skins for morocco.	Upper-leather of all other kinds, dressed and skins, dressed and finished.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
6,221	.....	8,153	.....	.....	.....	.....	4,415	1,942	2
.....	.....	131	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	100	.....	.....	.....	.....	.....	.....	7
20	.....	.....	178	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	27	.....	.....	.....	.....	.....	.....	10
163	.....	.....	.....	.....	2,244	.....	.....	.....	11
50	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	15
986	.....	560	977	.....	318,157	.....	.....	.....	18
16,070	.....	24,807	5,772	49,413	57,934	54,135	29,869	42,606	19
48	53	2,114	297	.....	.....	38	45	51	23
492	.....	551	.....	.....	.....	.....	1,917	341	25
.....	.....	6	.....	.....	.....	.....	.....	.....	30
15,374	23	3,264	1,398	.....	.....	356	.....	.....	31
39,424	76	39,713	8,622	49,413	378,335	54,529	36,246	44,940	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		LEATHER, AND MANUFACTURES OF.		MALT LIQUORS.	
		Gloves, kid and leather.	All other manufactures of.	In bottles or jugs.	
		Dollars.	*Dollars.*	*Gallons.*	*Dollars.*
1	Baltimore, Md				
2	Boston and Charlestown, Mass			24	30
3	Brazos de Santiago, Tex				
4	Buffalo Creek, N. Y		40		
5	Cape Vincent, N. Y				
6	Chicago, Ill				
7	Corpus Christi, Tex				
8	Detroit, Mich		87		
9	Duluth, Minn		10		
10	Fairfield, Conn				
11	Galveston, Tex				
12	Huron, Mich				
13	Key West, Fla				
14	Machias, Me				
18	New Orleans, La		1,227	414	327
19	New York, N. Y		2,344	1,500	1,302
21	Oswegatchie, N. Y			9	8
23	Paso del Norte, Tex. and N. Mex	5	349		
25	Philadelphia, Pa		10		
29	Saluria, Tex				
31	San Francisco, Cal		41	4,724	3,138
	Total	5	4,108	6,671	4,805

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.					
		OILS, NOT ELSEWHERE SPECIFIED.					
		Vegetable.					
		Fixed or expressed.				Volatile or essential.	
		Olive.		Other.			
		Gallons.	*Dollars.*	*Gallons.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md						
2	Boston and Charlestown, Mass	928	437	52	38		
3	Brazos de Santiago, Tex	36	70	62	20		
4	Buffalo Creek, N. Y						
5	Cape Vincent, N. Y						
6	Chicago, Ill						
7	Corpus Christi, Tex	61	117				
8	Detroit, Mich						
9	Duluth, Minn						
10	Fairfield, Conn						
11	Galveston, Tex						
12	Huron, Mich						
13	Key West, Fla						
14	Machias, Me						
15	Minnesota, Minn						
18	New Orleans, La	179	254	226	46		
19	New York, N. Y	321	479	22,705	9,347	1,321	4,042
23	Paso del Norte, Tex. and N. Mex						
25	Philadelphia, Pa			50	22		
29	Saluria, Tex	15	25				
31	San Francisco, Cal	772	747	8,370	2,437		
	Total	2,312	2,129	31,465	11,910	1,321	4,042

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.

MALT LIQUORS.		MARBLE AND STONE, AND MANUFACTURES OF.		METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED.		Musical instruments, and parts of.	OILS, NOT ELSEWHERE SPECIFIED.		
Not in bottles or jugs.		Marble, and manufactures of, not elsewhere specified.	Stone, and manufactures of, including slate.	Bronze manufactures.	All other.		Animal.	Whale and fish.	
Gallons.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	
.....	.....	.....	.....	.....	165	.....	.....	.....	1
.....	.....	441	102	150	742	1,750	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	2	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	35	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	7,733	43	.....	.....	18
126	46	1,040	1,610	1,697	36,396	5,421	3,691	2,050	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	20	.....	.....	828	310	.....	.....	23
.....	.....	.....	.....	.....	1,672	.....	.....	.....	25
.....	.....	.....	.....	.....	10	.....	.....	.....	29
987	345	920	.....	.....	16,202	1,250	.....	.....	31
1,113	391	2,421	1,712	1,847	63,750	8,809	3,691	2,050	

DUTIABLE.

Paints and colors.	Paper and manufactures of.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.							
		Meat products.		Dairy products.					
		Meats, prepared, of all kinds, and meat extracts.	All other.	Butter.		Cheese.		Milk, preserved or condensed.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	207	.....	.....	.....	.....	1,760	275	.....	1
.....	332	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	7	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	21	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	200	64	.....	15
12	225	26	.....	221	44	1,042	208	153	18
1,665	1,525	208	947	.....	.....	54,428	8,316	16,198	19
5	1,026	.....	.....	.....	.....	47	10	.....	23
5	75	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	29
549	445	54	.....	.....	.....	3,756	694	1,078	31
2,236	3,863	288	947	221	44	61,233	9,567	17,429	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		Rice, not elsewhere specified.		Salt.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md	19,231	439	40,320	232
2	Boston and Charlestown, Mass	44,445	949	1,355,203	1,265
3	Brazos de Santiago, Tex	68,273	1,767	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	.....	.....
7	Corpus Christi, Tex	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
11	Galveston, Tex	.....	.....	.....	.....
13	Key West, Fla	5,548	200	.....	.....
18	New Orleans, La	602,314	12,043	23,000	47
19	New York, N. Y	2,454,770	53,887	231,050	586
23	Paso del Norte, Tex and N. Mex	.....	.....	32,450	98
25	Philadelphia, Pa	.....	.....	112	2
26	Portland and Falmouth, Me	21,081	467	.....	.....
27	Puget Sound, Wash	.....	.....	156,468	218
29	Saluria, Tex	7,858	216	62,000	990
30	San Diego, Cal	1,358	79	100	2
31	San Francisco, Cal	1,613,891	27,588	3,000	10
	Total	4,838,769	97,635	1,903,703	3,450

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		Spices, ground.		SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS. Brandy.	
		Pounds.	*Dollars.*	*Proof galls.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....
2	Boston and Charlestown, Mass	.....	.....	295	528
3	Brazos de Santiago, Tex	.....	.....	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	19	66
7	Corpus Christi, Tex	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
15	Minnesota, Minn	.....	.....	.....	.....
18	New Orleans, La	.....	.....	727	1,213
19	New York, N. Y	10	4	7,615	18,042
21	Oswegatchie, N. Y	.....	.....	93	231
23	Paso del Norte, Tex. and N. Mex	.....	.....	.....	.....
25	Philadelphia, Pa	.....	.....	47	145
26	Portland and Falmouth, Me	.....	.....	.....	.....
29	Saluria, Tex	.....	.....	95	285
30	San Diego, Cal	.....	.....	.....	.....
31	San Francisco, Cal	100	31	1,912	3,683
33	Willamette, Oreg	.....	.....	134	238
	Total	110	35	10,937	24,431

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.											
SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED.		SILK, MANUFACTURES OF.						SOAP.			
Linseed or flaxseed.	All other.	Clothing, ready-made, and other wearing apparel.	Dress and piece goods.	Laces.	Ribbons.	All other.		Fancy, perfumed, and all descriptions of toilet soap.		All other.	
Bush.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	194	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	54	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	65	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	9	51	194	8	26	.....	.....	17	18
44	47	1,002	166	16,532	27,751	8,439	88,248	319	40	1,930	19
.....	.....	.....	79	.....	.....	.....	512	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	41	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	41	.....	.....	.....	.....	5,919	160	99	285	31
44	47	1,043	319	16,777	27,945	8,447	94,800	479	139	2,232	

DUTIABLE.										
SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS.		Sponges.	SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.							
All other.			Molasses.		Sugar, Dutch standard in color.				Sugar candy and confectionery.	
					Not above No. 13, and tank bottoms, sirups, melada, &c.		Above No. 13, and not above No. 20.			
Proof galls.	*Dollars.*	*Dollars.*	*Galls.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
921	594	.....	38,796	7,546	881,400	17,539	.....	.....	.....	2
11	19	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
137	133	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
67	305	.....	.....	.....	.....	.....	.....	.....	.....	15
1,473	1,765	155	.....	.....	.....	.....	.....	.....	.....	18
30,493	25,435	58,635	205,860	29,753	12,174,902	307,334	.....	.....	150	19
368	225	.....	.....	.....	.....	.....	.....	.....	.....	21
53	107	.....	.....	.....	215,073	5,627	.....	.....	.....	23
.....	.....	.....	120,375	12,037	.....	.....	.....	.....	.....	25
.....	.....	.....	5,754	1,113	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	873	53	.....	30
4,970	4,360	.....	.....	.....	164,242	5,271	.....	.....	.....	31
126	195	.....	.....	.....	.....	.....	.....	.....	.....	33
38,619	33,138	58,790	370,785	50,449	13,435,617	335,771	873	53	150	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.				
		TOBACCO, AND MANUFACTURES OF.				
		Leaf.		Manufactures of.		
				Cigars, cigarettes, and cheroots.		All other.
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....	.....
2	Boston and Charlestown, Mass	21,464	7,668	266	321	.....
3	Brazos de Santiago, Tex	.....	.....	.....	.....	.....
4	Buffalo Creek, N. Y	1,421	442	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....	.....
6	Chicago, Ill	627	242	114	271	.....
7	Corpus Christi, Tex	.....	.....	.....	.....	.....
8	Detroit, Mich	71,837	32,727	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....	.....
13	Key West, Fla	1,747	461	316	329	.....
15	Minnesota, Minn	.....	.....	.....	.....	.....
17	New Haven, Conn	.....	.....	.....	.....	.....
18	New Orleans, La	489	247	2,339	2,595	.....
19	New York, N. Y	1,046,354	589,614	4,996	11,677	14,702
21	Oswegatchie, N. Y	.....	.....	.....	.....	.....
23	Paso del Norte, Tex. and N. Mex	2,484	504	1,825	1,291	.....
25	Philadelphia, Pa	1,281	282	.....	.....	.....
27	Puget Sound, Wash	.....	.....	.....	.....	.....
28	Saint John's, Fla	.....	.....	.....	.....	.....
30	San Diego, Cal	20,989	11,407	407	122	.....
31	San Francisco, Cal	.....	.....	6,930	7,389	1,506
33	Willamette, Oreg	.....	.....	.....	.....	.....
	Total	1,168,693	643,594	17,193	23,995	16,208

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		WINES.			
		Still wines.			
		In casks.		In bottles.	
		Gallons.	*Dollars.*	*Dozens.*	*Dollars.*
1	Baltimore, Md	247	189	.....	.....
2	Boston and Charlestown, Mass	651	390	25	64
3	Brazos de Santiago, Tex	208	95	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
12	Huron, Mich	.....	.....	.....	.....
13	Key West, Fla	.....	.....	.....	.....
16	New Bedford, Mass	.....	.....	.....	.....
17	New Haven, Conn	.....	.....	.....	.....
18	New Orleans, La	9,753	4,473	1,446	4,446
19	New York, N. Y	32,269	20,134	1,447	6,216
21	Oswegatchie, N. Y	280	231	8	24
22	Oswego, N. Y	294	500	.....	.....
23	Paso del Norte, Tex. and N. Mex	.....	.....	8	70
25	Philadelphia, Pa	.....	.....	.....	.....
26	Portland and Falmouth, Me	.....	.....	.....	.....
29	Saluria, Tex	190	570	.....	.....
31	San Francisco, Cal	11,504	5,131	1,105	3,924
33	Willamette, Oreg	130	92	.....	.....
	Total	55,526	31,805	4,039	14,744

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.									
VEGETABLES.							WINES.		
Beans and pease.		Potatoes.		Pickles and sauces.	All other.		Champagne and other sparkling.		
					In their natural state, or in salt or brine.	Prepared or preserved.			
Bushels.	*Dollars.*	*Bushels*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dozens.*	*Dollars.*	
2,376	1,995	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	2,165	1,417	.....	243	.....	50	520	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	5	69	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	534	.....	.....	.....	.....	15
302	286	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	87	.....	88	83	859	18
181,159	116,852	.....	.....	39	82	3,653	6,513	89,722	19
15,619	9,537	.....	.....	.....	.....	.....	6	80	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	1	28	25
.....	.....	.....	.....	807	.....	.....	.....	.....	27
.....	.....	.....	.....	21	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	75	1,173	879	822	9,005	31
.....	.....	.....	.....	179	.....	.....	20	102	33
199,456	128,670	2,165	1,417	1,742	1,498	4,620	7,500	100,385	

DUTIABLE.										
WOOD, AND MANUFACTURES OF.								WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.		
Unmanufactured, not elsewhere specified.	Boards, planks, deals, and other sawed lumber.		Shingles.		Other lumber.	Cabinet-ware and house-furniture.	All other manufactures of.	Unmanufactured.		
								Clothing wools.		
Dollars.	*M feet.*	*Dollars.*	*Thousands.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	26,182	468,807	30	60	249	50	11,073	1,630,191	225,912	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	80	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	37	740	.....	.....	.....	.....	100	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	15	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	996	.....	.....	12
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	105	1,463	.....	.....	.....	.....	.....	.....	.....	16
.....	168	2,385	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	5,000	1,193	17,391	142	18
.....	23,665	282,218	.....	.....	45,876	1,597	44,423	4,562,932	541,181	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	29	205	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	8	.....	.....	25
.....	30,050	308,039	.....	.....	9,896	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	3,248	3,896	338	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
4	80,207	1,063,652	30	60	56,021	6,676	61,341	6,214,410	767,573	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	DUTIABLE.			
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.			
		Unmanufactured.			
		Combing wools.		Carpet and other similar wools.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....
2	Boston and Charlestown, Mass	17,559	1,565	192,787	21,268
3	Brazos de Santiago, Tex	.....	.....	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	.....	.....
7	Corpus Christi, Tex	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
11	Galveston, Tex	.....	.....	.....	.....
12	Huron, Mich	48,795	3,979	.....	.....
13	Key West, Fla	.....	.....	.....	.....
18	New Orleans, La	.....	.....	.....	.....
19	New York, N. Y	20,387	5,591	177,394	17,567
23	Paso del Norte, Tex. and N. Mex	.....	.....	.....	.....
25	Philadelphia, Pa	54,471	7,051	2,489	176
29	Saluria, Tex	.....	.....	.....	.....
31	San Francisco, Cal	.....	.....	.....	.....
	Total	141,212	18,186	372,670	39,011

	CUSTOMS DISTRICT FROM WHICH EXPORTED.	DUTIABLE.			
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.			
		Manufactures of.			
		Knit goods.	Rags, shoddy, mungo, waste, and flocks.		Shawls.
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	.....	.....	.....	.....
2	Boston and Charlestown, Mass	703	4,622	1,534	.....
3	Brazos de Santiago, Tex	.....	.....	.....	.....
4	Buffalo Creek, N. Y	.....	.....	.....	.....
5	Cape Vincent, N. Y	.....	.....	.....	.....
6	Chicago, Ill	.....	.....	.....	.....
7	Corpus Christi, Tex	.....	.....	.....	.....
8	Detroit, Mich	.....	.....	.....	.....
9	Duluth, Minn	.....	.....	.....	.....
10	Fairfield, Conn	.....	.....	.....	.....
12	Huron, Mich	.....	.....	.....	.....
18	New Orleans, La	382	.....	.....	3,201
19	New York, N. Y	5,779	5,673	1,870	127
23	Paso del Norte, Tex. and N. Mex	29	.....	.....	92
25	Philadelphia, Pa	.....	.....	.....	.....
27	Puget Sound, Wash	.....	.....	.....	.....
28	Saint John's, Fla	.....	.....	.....	.....
29	Saluria, Tex	.....	.....	.....	.....
31	San Francisco, Cal	.....	.....	.....	.....
	Total	6,893	10,295	3,404	3,420

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

DUTIABLE.							
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.							
Manufactures of.							
Carpets and carpeting of all kinds.		Clothing, ready-made, and other wearing apparel, except shawls and knit goods.	Cloths.		Dress goods, women's and children's.		
Sq. yards.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. yards.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	4,224	4,173	29,131	8,074	2
.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	11,815	2,325	6
.....	.....	.....	.....	.....	.....	.....	7
.....	.....	150	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	11
97	68	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	13
53	60	88	18	26	.....	.....	18
2,369	4,887	3,293	36,705	37,005	323,043	58,104	19
.....	.....	3,927	317	1,667	.....	.....	23
.....	.....	386	.....	.....	18,186	2,842	25
.....	.....	.....	45	24	.....	.....	29
.....	.....	164	14,177	15,782	8,840	1,289	31
2,519	5,015	8,008	55,486	58,677	391,015	72,634	

DUTIABLE.							
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.			ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF.			All other dutiable articles.	
Manufactures of.			In blocks or pigs, and old.		Manufactures of.		
Yarns.		All other.					
Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	1,139	2
.....	.....	.....	.....	.....	.....	533	3
.....	.....	10	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	90	7
.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	30	12
.....	.....	1,226	.....	.....	.....	387	18
18,823	12,166	95,652	.....	.....	.....	122,700	19
.....	.....	76	.....	.....	.....	18	23
1,215	666	920	13,496	175	.....	1,356	25
.....	.....	.....	.....	.....	.....	195	27
.....	.....	.....	.....	.....	.....	24	28
.....	.....	.....	.....	.....	7	100	29
.....	.....	5,668	.....	.....	.....	8,522	31
20,038	12,832	103,552	13,496	175	7	135,094	

No. 14.—EXPORTS *of* FOREIGN MERCHANDISE *by*

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.	RECAPITULATION.			
		TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	Exported from warehouse.	Exported not from warehouse.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Baltimore, Md	5,796	235	4,924	1,107
2	Boston and Charlestown, Mass	969,652	256,697	942,990	283,359
3	Brazos de Santiago, Tex	5,075	83,320	3,643	84,752
4	Buffalo Creek, N. Y	3,382	.....	3,382	.....
5	Cape Vincent, N. Y	.....	10,660	.....	10,660
6	Chicago, Ill	3,106	1,292	4,378	20
7	Corpus Christi, Tex	2,136	183,949	711	185,374
8	Detroit, Mich	36,254	184	36,254	184
9	Duluth, Minn	16,234	.....	.....	16,234
10	Fairfield, Conn	419	.....	.....	419
11	Galveston, Tex	3,223	.....	3,223	.....
12	Huron, Mich	8,712	264,272	272,984	.....
13	Key West, Fla	1,459	539	1,397	601
14	Machias, Me	.....	250	.....	250
15	Minnesota, Minn	2,948	9,487	3,405	9,030
16	New Bedford, Mass	1,463	.....	1,463	.....
17	New Haven, Conn	2,924	159	2,515	568
18	New Orleans, La	443,711	25,215	442,780	26,146
19	New York, N. Y	5,036,763	4,468,081	4,791,612	4,713,232
20	Norfolk and Portsmouth, Va	109,893	.....	.....	109,893
21	Oswegatchie, N. Y	17,022	27,938	17,022	27,938
22	Oswego, N. Y	31,440	1,677	30,940	2,177
23	Paso del Norte, Tex. and N. Mex	40,106	803	40,909	.....
24	Passamaquoddy, Me	101	.....	101	.....
25	Philadelphia, Pa	61,565	3,415	32,512	32,468
26	Portland and Falmouth, Me	319,905	163	303,758	16,310
27	Puget Sound, Wash	1,220	.....	.....	1,220
28	Saint John's, Fla	104	588	.....	692
29	Saluria, Tex	2,935	8,020	189	10,766
30	San Diego, Cal	524	792	122	1,194
31	San Francisco, Cal	325,630	357,418	258,681	424,367
32	Teche, La	603	.....	603	.....
33	Willamette, Oreg	826	.....	826	.....
34	Wilmington, N. C	3	.....	.....	3
	Total	7,455,134	5,705,154	7,201,324	5,958,964

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

RECAPITULATION.

Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		TOTAL VALUE OF EXPORTS OF FOREIGN MERCHANDISE.	
	Steam.	Sail.	Steam.	Sail.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
510	326	3,275	1,798	122	6,031	1
171,775	68,337	262,508	365,378	358,351	1,226,349	2
.....	.....	88,395	.....	.....	88,395	3
3,382	.....	.....	.....	.....	3,382	4
775	.....	.....	9,885	.....	10,660	5
2,894	.....	.....	1,484	20	4,398	6
186,085	.....	.....	.....	.....	186,085	7
36,438	.....	.....	.....	.....	36,438	8
.....	.....	.....	16,234	.....	16,234	9
.....	.....	419	.....	.....	419	10
.....	816	.....	2,407	.....	3,223	11
272,984	.....	.....	.....	.....	272,984	12
.....	1,677	.....	.....	321	1,998	13
.....	.....	.....	.....	250	250	14
12,435	.....	.....	.....	.....	12,435	15
.....	.....	1,463	.....	.....	1,463	16
.....	.....	3,083	.....	.....	3,083	17
65,903	17,851	340	384,333	499	468,926	18
1,743,498	541,256	231,391	6,618,842	369,857	9,504,844	19
.....	.....	.....	76,656	33,237	109,893	20
.....	26,548	6,686	2,189	9,537	44,960	21
.....	.....	.....	5,565	27,552	33,117	22
40,909	.....	.....	.....	.....	40,909	23
101	.....	.....	.....	.....	101	24
3,332	292	488	60,674	194	64,980	25
1,238	.....	133,730	.....	185,100	320,068	26
.....	1,220	.....	.....	.....	1,220	27
.....	424	.....	.....	268	692	28
10,955	.....	.....	.....	.....	10,955	29
217	771	328	.....	.....	1,316	30
51,383	354,211	76,147	52,485	148,822	683,048	31
.....	603	.....	.....	.....	603	32
.....	826	.....	.....	.....	826	33
.....	.....	.....	.....	3	3	34
2,604,814	**1,015,158**	**808,253**	**7,597,930**	**1,134,133**	**13,160,288**	

No. 15.—SUMMARY STATEMENT, *by Articles, of the Quantities and Values of* **EXPORTS** *of* **FOREIGN MERCHANDISE** *during the* **Year** *ending June* 30, **1887.**

ARTICLES.	Quantities.	Values.
FREE OF DUTY.		*Dollars.*
ANIMALS, NOT ELSEWHERE SPECIFIED: All other, including fowls		140
Articles, the growth, produce, or manufacture of the United States, returned		8,542
Art works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists		2,750
Asphaltum, or bitumen, crude ... lbs.	406,147	3,606
Books and other printed matter, not elsewhere specified		3,500
CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED:		
Barks: Cinchona, or other, used in the manufacture of quinia ... lbs.	5,252	1,953
Cochineal ... lbs.	606	181
Dye-woods in sticks—		
Logwood ... tons.	1	30
All other		219
Total		249
Gums—		
Arabic ... lbs.	17,597	4,427
Camphor, crude ... lbs.	220	100
Cutch, or catechu, and terra japonica, or gambia ... lbs.	35,123	1,610
Shellac ... lbs.	2,248	361
All other gums and gum-resins, not elsewhere specified ... lbs.	169,373	18,021
Total ... lbs.	224,561	24,519
Indigo ... lbs.	20,038	10,562
Lime, chloride of, or bleaching-powder ... lbs.	11,611	404
Licorice-root ... lbs.	27	4
Mineral waters, all not artificial ... galls.	597	238
Quinia, sulphate of, salts of, and cinchonidia ... oz.	162	110
Soda, nitrate of ... lbs.	5,968,003	129,346
Sulphur, or brimstone, crude ... tons.	20	400
Vanilla beans ... lbs.	1,568	11,058
All other		213,406
Total chemicals, drugs, etc		392,430
Cocoa, or cacao, crude, and leaves and shells of ... lbs.	1,961,859	263,672
Coffee ... lbs.	25,289,583	2,931,400
Coir yarn ... lbs.	27,040	600
Cork wood, or cork bark, unmanufactured		33
Cotton, unmanufactured ... lbs.	716,371	88,938
Eggs ... doz.	11,750	1,727
Farinaceous substances, and preparations of, not elsewhere specified		3,364
FERTILIZERS:		
Phosphates, crude or native, for fertilizing purposes ... tons.	15	295
All other		1,041
Total		1,336
FISH, NOT ELSEWHERE SPECIFIED:		
Lobsters, canned or preserved		87,690
All other		92
Total		87,782
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED:		
Bananas		2,545
Cocoa-nuts		85,876
All other		16,242
Total		104,663
Furs and fur-skins, undressed		202,280
Hair, not elsewhere specified		15,235
HIDES AND SKINS, OTHER THAN FUR-SKINS:		
Goat-skins		97
All other		82,956
Total		83,053

No. 15.—SUMMARY, *by Articles, of* **EXPORTS** *of* **FOREIGN MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
FREE OF DUTY—Continued.		
Household and personal effects, and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad		*Dollars.* 3,561
India-rubber and gutta-percha, crude ... lbs.	638,317	321,514
IVORY:		
Animal ... lbs.	4,560	8,968
Vegetable ... lbs.	554,629	13,769
OILS, NOT ELSEWHERE SPECIFIED:		
Fixed or expressed ... lbs.	3,931,446	201,917
Volatile or essential ... lbs.	3,059	6,621
Total		208,538
PAPER-STOCK, CRUDE: Rags, other than woolen ... lbs.	27,912	1,329
Seeds, not medicinal, not elsewhere specified		8,143
SILK, UNMANUFACTURED:		
Eggs (silk-worms')		6,300
Raw, or as reeled from the cocoon ... lbs.	7,779	34,549
Waste ... lbs.	1,093	550
Total		41,399
SPICES, UNGROUND:		
Nutmegs ... lbs.	5,497	2,343
Pepper ... lbs.	479,750	73,858
All other ... lbs.	1,286,654	79,961
Total		156,162
Tea ... lbs.	2,350,035	407,169
Tin, bars, blocks, or pigs, grain or granulated ... lbs.	121,805	27,284
Wood, unmanufactured, not elsewhere specified		84,560
ARTICLES ADMITTED FREE UNDER RECIPROCITY TREATY WITH HAWAIIAN ISLANDS:		
Rice ... lbs.	32,300	1,464
Molasses ... galls.	4,779	538
Total		2,002
All other free articles		225,705
TOTAL FREE OF DUTY		5,705,154
DUTIABLE.		
ANIMALS, NOT ELSEWHERE SPECIFIED:		
Horses ... No.	27	15,463
Sheep ... No.	150	90
All other		205
Total		15,758
Art-works, not elsewhere specified: Paintings, in oil or water colors, and statuary		135,113
Books, maps, engravings, etchings, and other printed matter, not elsewhere specified		7,120
Brass, and manufactures of		9,695
BREADSTUFFS:		
Barley ... bush.	41,616	26,488
Rye ... bush.	134,827	84,183
Wheat ... bush.	358,446	285,993
All other breadstuffs, and preparations of, used as food, not elsewhere specified		278
Total		396,942
Bristles ... lbs.	36,322	29,323
Brushes		79
Buttons, except of brass, gilt, or silk, and button-molds, and button materials made in patterns or cut for buttons exclusively		1,722
Cement ... bbls.	12,749	16,183

No. 15.—SUMMARY, *by Articles, of* **EXPORTS** *of* **FOREIGN MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED:		*Dollars.*
Coal-tar colors and dyes	.....	22,867
Glycerine ..... lbs.	21,633	1,863
Logwood and other dye-woods, extracts and decoctions of ..... lbs.	2,000	140
Opium, crude ..... lbs.	64,168	132,809
Potash, nitrate of, or saltpeter, crude ..... lbs.	484,850	13,747
Soda—		
Bicarbonate of ..... lbs.	64,781	976
Carbonate, including sal-soda and soda-ash ..... lbs.	127,123	1,468
Caustic ..... lbs.	1,070,178	21,324
All other salts of ..... lbs.	13,449	167
Total ..... lbs.	1,275,531	23,935
Sumac, ground ..... lbs.	89,526	2,518
All other	.....	37,330
Total chemicals, drugs, etc	.....	235,209
Clays or earths of all kinds, including china-clay, or kaoline ..... tons.	12	154
CLOCKS AND WATCHES, AND PARTS OF:		
Clocks, and parts of	.....	1,100
Watches, and parts of, and watch materials and movements	.....	4,467
Total	.....	5,567
Coal, bituminous ..... tons.	164	1,224
COPPER, AND MANUFACTURES OF:		
Ore (fine copper contained therein) ..... lbs.	69,724	5,640
Pigs, bars, ingots, old, and other unmanufactured ..... lbs.	211,828	20,866
All other manufactures of	.....	6,686
Total copper, etc., not including copper ore	.....	27,552
Corsets	.....	3,461
COTTON, MANUFACTURES OF:		
Cloths—		
Not bleached, dyed, colored, stained, painted, or printed . sq. yards.	29,869	1,564
Bleached, dyed, colored, stained, painted, or printed ..... sq. yards.	236,943	24,459
Total ..... sq. yards.	266,812	26,023
Clothing, ready-made, and other wearing apparel, not including knit goods	.....	764
Embroideries, laces, insertings, trimmings, and lace window-curtains	.....	27,939
Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting-machines or frames, or knit by hand	.....	3,956
Thread (not on spools), yarns, warps, or warp-yarn ..... lbs.	934	411
All other	.....	101,625
Total cotton, manufactures of	.....	160,718
EARTHEN, STONE, AND CHINA WARE:		
China, porcelain, parian, and bisque, earthen, stone, and crockery ware—		
Not decorated or ornamented	.....	7,184
Decorated or ornamented	.....	9,087
All other	.....	3,426
Total	.....	19,697
FANCY ARTICLES:		
Beads (except amber) and bead ornaments	.....	9,138
Dolls and other toys	.....	1,028
Fans, except palm-leaf	.....	2,059
Feathers, ornamental, natural	.....	23,505
Feathers and flowers, artificial	.....	106
Perfumeries, cosmetics, and all toilet preparations	.....	2,728
Pipes of all kinds, and smokers' articles	.....	920
All other	.....	5,337
Total	.....	44,821

No. 15.—SUMMARY, *by Articles, of* **EXPORTS** *of* **FOREIGN MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
FISH, NOT ELSEWHERE SPECIFIED:		*Dollars.*
Anchovies and sardines, packed in oil or otherwise		12,732
Cod, haddock, hake, and pollock, dried, smoked, or pickled ....lbs.	5,288,470	137,520
Herring—		
Dried or smoked ....lbs.	61,720	742
Pickled or salted ....bbls.	2,668	7,871
Mackerel, pickled ....bbls.	15,894	78,368
Salmon, pickled ....bbls.	27	450
All other		68,810
Total		306,493
FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF:		
Unmanufactured—		
Flax ....tons.		50
Hemp, and all substitutes for hemp ....tons.	346	43,390
Jute ....tons.	234	6,410
Sisal-grass, and other vegetable substances ....tons.	3,009	259,704
Total ....tons.	3,589	309,554
Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value—		
Bags and bagging, and like manufactures		28,286
Burlaps (except for bagging for cotton)		1,391
Brown or bleached linens, ducks, canvas, paddings, cot-bottoms, diapers, crash, huckabacks, handkerchiefs, and lawns		18,797
Cables and cordage ....lbs.	26,662	2,521
Thread, twine, and pack-thread		755
Yarns ....lbs.	3,900	315
All other		146,474
Total		198,539
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED:		
Figs ....lbs.	35,471	2,054
Lemons		11,989
Oranges		9,369
Prunes ....lbs.	436,734	14,475
Raisins ....lbs.	1,072,872	64,071
Preserved fruits		5,455
All other fruits		25,786
Nuts—		
Almonds ....lbs.	91,063	9,703
All other		17,988
Total		160,890
Furs, dressed on the skin, and manufactures of furs		175,000
GLASS AND GLASSWARE:		
Bottles, vials, demijohns, carboys, and jars, empty or filled		2,305
Cylinder, crown, and common window-glass, unpolished ....lbs.	24,869	523
Plate glass—		
Unsilvered ....sq. feet.	50	14
Silvered ....sq. feet.	1,588	753
All other		6,469
Total		10,064
Hair, not elsewhere specified, and manufactures of		1,778
Hats, bonnets, and hoods, and materials for		65,696
Hops ....lbs.	437,279	69,087
India-rubber and gutta-percha, manufactures of		1,428
IRON AND STEEL, AND MANUFACTURES OF:		
Pig-iron ....tons.	231	2,936
Scrap, fit only to be remanufactured, iron, wrought and cast ....tons.	613	7,922
Bar-iron, rolled or hammered ....lbs.	86,808	1,825
Bars, railway, of steel, or in part of steel ....tons.	936	33,652
Hoop, band, and scroll iron ....lbs.	20,190	275
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified ....lbs.	70,817	1,954
Sheet, plate, and taggers' iron ....lbs.	111,308	6,605
Tin-plates, terne-plates, or taggers' tin ....lbs.	1,067,299	38,511

No. 15.—SUMMARY, *by Articles, of* EXPORTS *of* FOREIGN MERCHANDISE—Year *ending June* 30, 1887—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
IRON AND STEEL, AND MANUFACTURES OF—Continued.		
Wire rods (rivet, screw, nail, and fence), round, in coils and loops,		*Dollars.*
of iron or steel ..... lbs..	32,980	421
Wire, and wire rope and strand, iron or steel ..... lbs..	106,262	6,556
Manufactures of, not elsewhere specified—		
Anvils, axles, and forgings, of iron or steel ..... lbs..	14,532	1,229
Cutlery	.....	1,615
Fire-arms	.....	1,911
Machinery	.....	39,424
Needles	.....	76
All other	.....	39,713
Total	.....	179,625
JEWELRY, MANUFACTURES OF GOLD AND SILVER, AND PRECIOUS STONES:		
Jewelry, and manufactures of gold and silver	.....	8,622
Precious stones, not elsewhere specified, and imitations of, not set	.....	49,413
Lead, and manufactures of	.....	378,335
LEATHER, AND MANUFACTURES OF:		
Leather—		
Calf-skins, tanned or tanned and dressed	.....	54,529
Skins for morocco	.....	36,246
Upper-leather of all other kinds, dressed, and skins, dressed and finished	.....	44,940
Total	.....	135,715
Manufactures of—		
Gloves, kid and leather	.....	5
All other	.....	4,108
Total	.....	4,113
MALT LIQUORS:		
In bottles or jugs ..... galls..	6,671	4,805
Not in bottles or jugs ..... galls..	1,113	391
Total ..... galls..	7,784	5,196
MARBLE AND STONE, AND MANUFACTURES OF:		
Marble and manufactures of, not elsewhere specified	.....	2,421
Stone and manufactures of, including slate	.....	1,712
Total	.....	4,133
METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED:		
Bronze manufactures	.....	1,847
All other	.....	63,750
Total	.....	65,597
Musical instruments, and parts of	.....	8,809
OILS, NOT ELSEWHERE SPECIFIED:		
Animal, whale and fish ..... galls..	3,691	2,050
Vegetable—		
Fixed or expressed—		
Olive ..... galls..	2,312	2,129
Other ..... galls..	31,465	11,910
Volatile or essential ..... lbs..	1,321	4,042
Total	.....	20,131
Paints and colors	.....	2,236
Paper, and manufactures of	.....	3,863
PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS:		
Meat products—		
Meats, prepared, of all kinds, and meat extracts	.....	288
All other	.....	947
Dairy products—		
Butter ..... lbs..	221	44
Cheese ..... lbs..	61,233	9,567
Milk, preserved or condensed	.....	17,429
Total	.....	28,275

No. 15.—SUMMARY, *by Articles, of* **EXPORTS** *of* **FOREIGN MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		*Dollars.*
RICE, NOT ELSEWHERE SPECIFIED: Rice ..... lbs..	4,838,769	97,635
Salt ..... lbs..	1,903,703	3,450
SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED:		
Linseed, or flaxseed ..... bush..	44	47
All other	.....	1,043
Total	.....	1,090
SILK, MANUFACTURES OF:		
Clothing, ready-made, and other wearing apparel	.....	319
Dress and piece goods	.....	16,777
Laces	.....	27,945
Ribbons	.....	8,447
All other	.....	94,800
Total	.....	148,288
SOAP:		
Fancy, perfumed, and all descriptions of toilet soap ..... lbs..	479	139
All other	.....	2,232
Total	.....	2,371
Spices, ground ..... lbs..	110	35
SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS:		
Brandy ..... proof galls..	10,937	24,431
All other ..... proof galls..	38,619	33,138
Total ..... proof galls..	49,556	57,569
Sponges	.....	58,790
SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY:		
Molasses ..... galls..	370,785	50,449
Sugar, Dutch standard in color—		
Not above No. 13, and tank bottoms, sirups, melada, etc ..... lbs..	13,435,617	335,771
Above No. 13, and not above No. 20 ..... lbs..	873	53
Sugar candy and confectionery	.....	150
Total	.....	386,423
TOBACCO, AND MANUFACTURES OF:		
Leaf ..... lbs..	1,168,693	643,594
Manufactures of—		
Cigars, cigarettes, and cheroots ..... lbs..	17,193	23,995
All other	.....	16,208
Total manufactures of	.....	40,203
VEGETABLES:		
Beans and pease ..... bush..	199,456	128,670
Potatoes ..... bush..	2,165	1,417
Pickles and sauces	.....	1,742
All other—		
In their natural state, or in salt or brine	.....	1,498
Prepared or preserved	.....	4,620
Total	.....	137,947
WINES:		
Champagne and other sparkling ..... doz..	7,500	100,385
Still wines—		
In casks ..... galls..	55,526	31,805
In bottles ..... doz..	4,039	14,744
Total	.....	146,934
WOOD, AND MANUFACTURES OF:		
Unmanufactured, not elsewhere specified	.....	4
Lumber—		
Boards, planks, deals, and other sawed lumber ..... M feet..	80,207	1,063,652
Shingles ..... M..	30	60
Other lumber	.....	56,021
Manufactures of—		
Cabinet-ware and house-furniture	.....	6,676
All other	.....	61,341
Total	.....	1,187,754

No. 15.—SUMMARY, *by Articles, of* **EXPORTS** *of* **FOREIGN MERCHANDISE—Year** *ending June* 30, **1887**—Continued.

ARTICLES.	Quantities.	Values.
DUTIABLE—Continued.		
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF:		
Unmanufactured—		*Dollars.*
Clothing wools ..... lbs..	6,214,410	767,573
Combing wools ..... lbs..	141,212	18,186
Carpet and other similar wools ..... lbs..	372,670	39,011
Total ..... lbs..	6,728,292	824,770
Manufactures of—		
Carpets and carpeting of all kinds ..... sq. yards..	2,519	5,015
Clothing, ready-made, and other wearing apparel, except shawls and knit goods	.....	8,008
Cloths ..... lbs..	55,486	58,677
Dress goods, women's and children's ..... sq. yards..	391,015	72,634
Knit goods	.....	6,893
Rags, shoddy, mungo, waste, and flocks ..... lbs..	10,295	3,404
Shawls	.....	3,420
Yarns ..... lbs..	20,038	12,832
All other	.....	103,552
Total	.....	274,435
ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF:		
In blocks or pigs, and old ..... lbs..	13,496	175
Manufactures of	.....	7
Total	.....	182
All other dutiable articles	.....	135,094
TOTAL VALUE OF DUTIABLE MERCHANDISE	.....	7,455,134
TOTAL VALUE OF MERCHANDISE FREE OF DUTY	.....	5,705,154
TOTAL VALUE OF EXPORTS OF FOREIGN MERCHANDISE	.....	13,160,288
EXPORTED FROM WAREHOUSE	.....	7,201,324
EXPORTED NOT FROM WAREHOUSE	.....	5,958,964
CARRIED IN CARS AND OTHER LAND VEHICLES	.....	2,604,814
CARRIED IN AMERICAN VESSELS: Steam	.....	1,015,158
Sail	.....	808,253
CARRIED IN FOREIGN VESSELS: Steam	.....	7,597,930
Sail	.....	1,134,133

No. 16.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

EXPORTS OF FOREIGN MERCHANDISE,

NOT ENUMERATED IN, BUT INCLUDED IN

THE PRECEDING STATEMENTS, NOS. 13, 14, AND 15, IN THE GENERAL CLASSES "ALL OTHER FREE ARTICLES" AND "ALL OTHER DUTIABLE ARTICLES,"

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 16.—*Quantities and Values of* **EXPORTS** *of* **FOREIGN MERCHANDISE, NOT ENUMERATED** *in, but included in the preceding Statements, Nos.* 13, 14, *and* 15, *in the general classes "All other free articles" and "All other dutiable articles," during the* **Year** *ending June* 30, **1887.**

	ARTICLES.	Boston and Charlestown, Mass.		New Orleans, La.		New York, N. Y.		Paso del Norte, Tex. and N. Mex.		San Francisco, Cal.		All other customs districts.		Total.		
	FREE OF DUTY.	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	*Quantities.*	*Dollars.*	
1	Blood, dried						795								795	1
2	Bones, crude						3,360								3,369	2
3	Brazil pebbles for spectacles						95								95	3
4	Buhr-stones, unmanufactured						245								245	4
5	Fans, palm-leaf ... doz.					21,625	1,215							21,625	1,215	5
6	Feathers for beds						800								800	6
	Fibers, not elsewhere specified:															
7	Coir and cocoa ... cwts.					357	1,600							357	1,600	7
8	Istle or Tampico ... tons.					1,138	112,231							1,138	112,231	8
9	Piassava ... lbs.					46,030	1,850							46,030	1,850	9
10	Fish sounds						800								800	10
11	Gut						152								152	11
12	Hide cuttings						148								148	12
13	Horns and horn tips		304				140								444	13
14	Instruments, scientific								107						107	14
15	Manuscripts								24						24	15
16	Mica						861								861	16
17	Ore, silver						23,415								23,415	17
18	Plants and roots, not elsewhere specified				10		40								50	18
19	Platinum apparatus						4,881								4,881	19
20	Quills						600								600	20
21	Rice root and broom root ... lbs.					180,111	17,214							180,111	17,214	21
22	Shells, unmanufactured		25				9,358		15		45,130				54,528	22
23	Sheathing-felt		137												137	23
24	All other free articles	2	28		20		85	1	8			1	3		144	24
	TOTAL FREE OF DUTY		494		30		179,894		154		45,130		3		225,705	
	DUTIABLE.															
1	Corn-starch ... lbs.					2,000	160							2,000	160	1
2	Chicory									407	50			407	50	2
3	Chocolate							10	8					10	8	3
4	Cocoa, prepared or manufactured ... lbs.	1,500	500									672	195	2,172	695	4
5	Cocoa-butter						587								587	5
6	Coke									50	204			50	204	6
7	Corks				58		5,636						150		5,844	7
8	Emery, ground					7,691	284							7,691	284	8
	Gunpowder and all explosive substances:															
9	Fire-crackers						59,811				1,261		48		61,120	9

10	Ginger ale.....doz. bottles..	.....	.....	369	293	2,825	1,817	.....	.....	555	390	40	48	3,789	2,548	10
11	Glue.....lbs..	.....	.....	.....	.....	22,280	1,984	.....	.....	.....	.....	.....	.....	22,280	1,984	11
12	Grease, not elsewhere specified.....do....	18,786	268	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,786	268	12
13	Honey.....gallons..	.....	.....	.....	.....	120,741	39,250	.....	.....	.....	.....	.....	.....	120,741	39,250	13
14	Ink.....	.....	.....	.....	.....	.....	628	.....	3	.....	.....	.....	.....	.....	631	14
15	Jet, manufactures of.....	.....	.....	.....	.....	.....	46	.....	.....	.....	.....	.....	.....	.....	46	15
16	Matches.....	.....	.....	.....	.....	.....	6,280	.....	.....	.....	277	.....	525	.....	7,082	16
17	Matting.....	.....	.....	.....	10	.....	3,213	.....	.....	.....	4,181	.....	.....	.....	7,404	17
18	Plaster of Paris, calcined.....tons..	100	169	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	169	18
19	Polishing powders.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,142	.....	1,142	19
20	Prune wine.....galls..	.....	.....	.....	.....	573	934	.....	.....	.....	.....	.....	.....	573	934	20
21	Straw, manufactures of.....	.....	.....	.....	.....	.....	315	.....	.....	.....	1,787	.....	.....	.....	2,102	21
22	Umbrellas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	202	.....	190	.....	392	22
23	Wax, bees'.....lbs..	.....	.....	.....	.....	179	425	.....	.....	.....	.....	.....	.....	179	425	23
24	All other dutiable articles.....	.....	202	.....	26	.....	1,330	.....	7	.....	170	.....	30	.....	1,765	24
	TOTAL DUTIABLE.....	.....	1,139	.....	387	.....	122,700	.....	18	.....	8,522	.....	2,328	.....	135,094	
	TOTAL FREE OF DUTY.....	.....	494	.....	30	.....	179,894	.....	154	.....	45,130	.....	3	.....	225,705	
	TOTAL.....	.....	1,633	.....	417	.....	302,594	.....	172	.....	53,652	.....	2,331	.....	360,799	

No. 17.—*Statement showing the Values of* **EXPORTS** *of* **FOREIGN COIN** *and* **BULLION,** *by* **COUNTRIES** *and* **CUSTOMS DISTRICTS,** *during the* **Year** *ending June* 30, **1887.**

EXPORTS OF FOREIGN COIN AND BULLION, BY COUNTRIES.

	COUNTRIES TO WHICH, AND CUSTOMS DISTRICTS FROM WHICH, EXPORTED.	GOLD.		SILVER.		RECAPITULATION.						
		Bullion	Coin.	Bullion.	Coin.	Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		TOTAL VALUE OF EXPORTS OF FOREIGN COIN AND BULLION.	
							Steam.	Sail.	Steam.	Sail.		
	COUNTRIES TO WHICH EXPORTED.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Brazil	.....	.....	.....	9,821	.....	1,565	.....	6,826	1,430	9,821	1
2	Central American States: Costa Rica	.....	.....	.....	10,145	.....	.....	.....	10,145	.....	10,145	2
3	Honduras	.....	.....	.....	17,515	.....	.....	5,258	12,257	.....	17,515	3
4	Nicaragua	.....	.....	.....	3,045	.....	1,545	.....	1,500	.....	3,045	4
5	France	18,932	18,203	.....	42,463	.....	.....	.....	79,598	.....	79,598	5
6	Germany	.....	27,876	.....	27,289	.....	.....	.....	55,165	.....	55,165	6
7	England	.....	39,150	.....	1,060,624	.....	.....	.....	1,099,774	.....	1,099,774	7
8	British West Indies	.....	.....	.....	1,019	.....	.....	.....	1,019	.....	1,019	8
9	British Honduras	.....	.....	.....	58,856	.....	.....	.....	58,856	.....	58,856	9
10	British East Indies	.....	.....	.....	170,128	.....	170,128	.....	.....	.....	170,128	10
11	Hong-Kong	.....	.....	.....	7,173,427	.....	4,654,368	.....	2,519,059	.....	7,173,427	11
12	Hayti	.....	1,455	.....	99,556	.....	29,889	619	70,503	.....	101,011	12
13	Mexico	.....	.....	.....	279,812	186,967	83,318	9,162	365	.....	279,812	13
14	Dutch West Indies	.....	2,500	.....	12.454	.....	14,954	.....	.....	.....	14,954	14
15	San Domingo	.....	.....	.....	185,679	.....	171,107	.....	14,572	.....	185,679	15
16	Cuba	.....	2,155,200	.....	1,500	.....	2,156,700	.....	.....	.....	2,156,700	16
17	United States of Colombia	.....	5,000	.....	92,617	.....	34,256	5,950	57,411	.....	97,617	17
18	Venezuela	.....	1,727,567	.....	44,518	.....	1,474,725	.....	297,360	.....	1,772 085	18
19	All other islands and ports	.....	.....	.....	1,000	.....	.....	1,000	.....	.....	1,000	19
	Total	18,932	3,976,951	.....	9,291,468	186,967	8,792,555	21,989	4,284,410	1,430	13,287,351	

EXPORTS OF FOREIGN COIN AND BULLION, BY CUSTOMS DISTRICTS.

	CUSTOMS DISTRICTS FROM WHICH EXPORTED.											
1	Baltimore, Md	.....	.....	.....	4,981	.....	.....	4,981	.....	.....	4,981	1
2	Brazos de Santiago, Tex	.....	.....	.....	9,162	.....	.....	9,162	.....	.....	9,162	2
3	Corpus Christi, Tex	.....	.....	.....	23,767	23,767	.....	.....	.....	.....	23,767	3
4	New Orleans, La	.....	.....	.....	10,145	.....	.....	.....	10,145	.....	10,145	4
5	New York, N. Y	18,932	3,976,951	.....	1,652,658	.....	3,885,059	6,846	1,755,206	1,430	5,648,541	5
6	Saluria, Tex	.....	.....	.....	163,200	163,200	.....	.....	.....	.....	163,200	6
7	San Francisco, Cal	.....	.....	.....	7,427,555	.....	4,907,496	1,000	2,519,059	.....	7,427,555	7
	Total	18,932	3,976,951	.....	9,291,468	186,967	8,792,555	21,989	4,284,410	1,430	13,287,351	

SUMMARY, *by* CLASSES, *of* EXPORTS *of* FOREIGN COIN *and* BULLION.

	Dollars.
GOLD:	
Bullion	18,932
Coin	3,976,951
Total	3,995,883
SILVER:	
Bullion	.....
Coin	9,291,468
Total	9,291,468

	Dollars.
TOTAL EXPORTS OF FOREIGN COIN AND BULLION	13,287,351
CARRIED IN CARS AND OTHER LAND VEHICLES	186,967
CARRIED IN AMERICAN VESSELS: Steam	8,792,555
Sail	21,989
CARRIED IN FOREIGN VESSELS: Steam	4,284,410
Sail	1,430

No. 18.

STATEMENT

SWOWING THE

IN-TRANSIT AND TRANSSHIPMENT TRADE.

QUANTITIES AND VALUES OF MERCHANDISE RECEIVED FROM FOREIGN COUNTRIES FOR IMMEDIATE TRANSIT ACROSS UNITED STATES TERRITORY, OR FOR IMMEDIATE TRANSSHIPMENT IN PORTS OF THE UNITED STATES TO OTHER FOREIGN COUNTRIES,

BY

COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION,

DURING THE

YEAR ENDING JUNE 30, 1887.

NOTE.—The articles returned in this statement are not included in the tables of imports or exports.

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	FREE OF DUTY.												
		ANIMALS, NOT ELSEWHERE SPECIFIED.	Articles, the growth, produce, or manufacture of the United States, returned.	Art-works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists.	Asphaltum or bitumen, crude.		Bolting-cloths.	Books and other printed matter, not elsewhere specified.	CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.					
		All other, including fowls.							Alizarine, natural or artificial.		Dye-woods in sticks.			
											Logwood.		All other.	
	Received from—	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	
1	Argentine Republic													1
2	Austria													2
3	Belgium													3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	China													10
11	Denmark													11
12	France						3,582							12
13	Miquelon, Langley, and St. Pierre Islands													13
14	French Possessions, all other													14
15	Germany			25										15
16	England		2,616					49	1,433	380			448	16
17	Scotland	5									3	52	828	17
18	Ireland													18
19	Gibraltar													19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island													20
21	Quebec, Ontario, Manitoba, and Northwest Ter.													21
22	British Columbia													22
23	British West Indies		33,432											23
24	British Guiana													24
25	British East Indies													25
26	Hong-Kong													26
27	British Possessions in Africa and adjacent isl'ds.													27
28	British Possessions in Australasia													28
29	Greece													29
30	Hawaiian Islands													30

31	Hayti													31
32	Italy													32
33	Japan													33
34	Mexico													34
35	Netherlands													35
36	Dutch West Indies													36
37	Dutch East Indies													37
38	Portugal													38
39	Azore, Madeira, and Cape Verde Islands													39
40	San Domingo													40
41	Spain													41
42	Cuba				485,528	12,858								42
43	Porto Rico													43
44	Sweden and Norway													44
45	Turkey in Asia													45
46	United States of Colombia													46
47	Uruguay													47
48	Venezuela													48
49	All other countries in Africa													49
	Total	5	36,048	25	485,528	12,858	3,582	49	1,433	380	3	52	1,276	
	Shipped to—													
1	Argentine Republic													1
2	Austria													2
3	Belgium													3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	Denmark													10
11	Danish West Indies													11
12	France													12
13	French West Indies													13
14	Miquelon, Langley, and St. Pierre Islands													14
15	French Possessions, all other													15
16	Germany		35,980		472,028	12,558								16
17	England				13,500	300								17
18	Scotland													18
19	Ireland													19
20	Gibraltar													20
21	Nova Scotia, New Brunswick, and Pr. Ed. Island													21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	5		25			3,582	49			3	52	1,276	22
23	British Columbia													23
24	Newfoundland and Labrador													24
37	Mexico		68						1,433	380				37
	Total	5	36,048	25	485,528	12,858	3,582	49	1,433	380	3	52	1,276	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	FREE OF DUTY.										
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.										
		Gums.		Indigo.		Lime, chloride of, or bleaching powder.		Mineral waters, all not artificial.		Quinia, sulphate of, salts of, and cinchonidia.		
		All other gums and gum resins, not elsewhere specified.										
	Received from—	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Gallons.*	*Dollars.*	*Ounces.*	*Dollars.*	
1	Argentine Republic											1
2	Austria											2
3	Belgium											3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala			408	320							6
7	Honduras											7
8	Nicaragua											8
9	Chili			5,050	3,444							9
10	China											10
11	Denmark											11
12	France											12
13	Miquelon, Langley, and St. Pierre Islands							425	98			13
14	French Possessions, all other											14
15	Germany											15
16	England							40	8			16
17	Scotland					459,638	7,875	6,993	1,670	6,550	3,930	17
18	Ireland											18
19	Gibraltar							1,750	356			19
20	Nova Scotia, N. Brunswick, and Prince Ed. Island											20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.											21
22	British Columbia											22
23	British West Indies											23
24	British Guiana			21,373	13,840							24
25	British East Indies											25
26	Hong-Kong											26
27	British Possessions in Africa and adjacent islands											27
28	British Possessions in Australasia											28
29	Greece	18,950	2,425									29
30	Hawaiian Islands											30

31	Hayti											31
32	Italy	2,027	391									32
33	Japan											33
34	Mexico											34
35	Netherlands	560	168	316	158							35
36	Dutch West Indies											36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo											40
41	Spain											41
42	Cuba											42
43	Porto Rico											43
44	Sweden and Norway											44
45	Turkey in Asia											45
46	United States of Colombia											46
47	Uruguay			9,322	7,200							47
48	Venezuela											48
49	All other countries in Africa											49
	Total	21,537	2,984	36,469	24,962	459,638	7,875	9,208	2,132	6,550	3,930	
	Shipped to—											
1	Argentine Republic											1
2	Austria											2
3	Belgium											3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala							1,350	240			6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	Denmark											10
11	Danish West Indies											11
12	France											12
13	French West Indies											13
14	Miquelon, Langley, and St. Pierre Islands											14
15	French Possessions, all other											15
16	Germany											16
17	England	2,467	516	2,866	1,602							17
18	Scotland	120	43	33,603	23,360							18
19	Ireland											19
20	Gibraltar											20
21	Nova Scotia, New Brunswick, and Pr. Ed. Island											21
23	British Columbia	18,950	2,425			459,638	7,875	468	168	2,950	1,630	23
26	British Guiana							1,040	248			26
38	Netherlands									3,600	2,300	38
47	Porto Rico							6,350	1,476			47
	Total	21,537	2,984	36,469	24,962	459,638	7,875	9,208	2,132	6,550	3,930	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	FREE OF DUTY.										
		CHEMICALS, DRUGS, AND DYES, NOT ELSEWHERE SPECIFIED.			Cocoa, or cacao, crude, and leaves and shells of.		Coffee.		Cork-wood, or cork-bark, unmanufactured.	Cotton, unmanufactured.		
		Vanilla beans.		All other.								
	Received from—	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic											1
2	Austria			635								2
3	Belgium						21,228	3,265				3
4	Brazil						173,864	22,582				4
5	Central American States: Costa Rica											5
6	Guatemala			1,171			3,176	350				6
7	Honduras			15,745			367,779	39,405				7
8	Nicaragua											8
9	Chili			586								9
10	China											10
11	Denmark											11
12	France											12
13	Miquelon, Langley, and St. Pierre Islands			1,949	22	8						13
14	French Possessions, all other											14
15	Germany											15
16	England			672								16
17	Scotland			10,889	300	70	28,443	3,744				17
18	Ireland			736								18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Edw. Island											20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.											21
22	British Columbia						120	29				22
23	British West Indies						484	99				23
24	British Guiana			10,216	13,950	1,601	114,813	10,091		38,882	3,261	24
25	British East Indies											25
26	Hong-Kong											26
27	British Possessions in Africa and adjacent islands											27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands											30

31	Hayti											31
32	Italy				16,600	1,707	209,987	17,477		21,502	1,953	32
33	Japan											33
34	Mexico											34
35	Netherlands	6,577	34,971	658			44,503	5,196				35
36	Dutch West Indies			156			275	45				36
37	Dutch East Indies						44,965	5,570				37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands								3,884			39
40	San Domingo											40
41	Spain				7,188	2,456	19,500	1,723				41
42	Cuba											42
43	Porto Rico			1,770			8,031	475				43
44	Sweden and Norway			64			175,635	17,548				44
45	Turkey in Asia											45
46	United States of Colombia											46
47	Uruguay			5,429	3,000	320	942,263	98,861				47
48	Venezuela											48
49	All other countries in Africa				37,050	6,125	102,327	10,595		11,019	551	49
	Total	6,577	34,971	50,676	78,200	12,287	2,257,393	237,055	3,884	71,403	5,765	
	Shipped to—											
1	Argentine Republic											1
2	Austria											2
3	Belgium						53,908	3,874				3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala			215								6
7	Honduras			10								7
8	Nicaragua											8
9	Chili			49								9
10	Denmark											10
11	Danish West Indies											11
12	France											12
13	French West Indies	6,577	34,971	1,061	12,750	1,481	192,534	15,397				13
14	Miquelon, Langley, and St. Pierre Islands											14
16	Germany											16
17	England			10,504	40,832	6,417	208,103	23,317		32,521	2,504	17
18	Scotland			21,819	5,090	509	434,213	45,348		38,882	3,261	18
22	Quebec, Ontario, Manitoba, and the Northwest Ter.			10								22
23	British Columbia			15,501	300	70	227,490	30,164	3,884			23
24	Newfoundland and Labrador						604	128				24
26	British Guiana			10								26
34	Italy			25								34
35	Japan			320	19,206	3,802	1,115,407	115,956				35
38	Netherlands			427	22	8	25,134	2,871				38
47	Porto Rico			625								47
52	Uruguay			100								52
	Total	6,577	34,971	50,676	78,200	12,287	2,257,393	237,055	3,884	71,403	5,765	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	FREE OF DUTY.										
		Eggs.		Farinaceous substances, and preparations of, not elsewhere specified.	FERTILIZERS.			FISH, NOT ELSEWHERE SPECIFIED.				
					Guano.		All other.	Fresh.		Lobsters, canned or preserved.	All other.	
								All other.				
	Received from—	*Dozens.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic											1
2	Austria											2
3	Belgium											3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	China											10
11	Denmark											11
12	France											12
13	Miquelon, Langley, and St. Pierre Islands			703							27	13
14	French Possessions, all other											14
15	Germany											15
16	England			52								16
17	Scotland	25	5	51								17
18	Ireland											18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Edw. Island											20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.			5,428				9,000	280	267,309		21
22	British Columbia											22
23	British West Indies											23
24	British Guiana			118			446					24
25	British East Indies											25
26	Hong-Kong											26
27	British Possessions in Africa and adjacent islands.	12,550	688									27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands											30

31	Hayti											31
32	Italy											32
33	Japan			107								33
34	Mexico											34
35	Netherlands											35
36	Dutch West Indies											36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo											40
41	Spain											41
42	Cuba											42
43	Porto Rico				2	50						43
44	Sweden and Norway											44
45	Turkey in Asia											45
46	United States of Colombia											46
47	Uruguay											47
48	Venezuela											48
49	All other countries in Africa											49
	Total	12,575	693	6,459	2	50	446	9,000	280	267,309	27	
	Shipped to—											
1	Argentine Republic											1
2	Austria											2
3	Belgium									2,475		3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala			95								6
7	Honduras			30								7
8	Nicaragua											8
10	Denmark									1,255		10
11	Danish West Indies									623		11
13	French West Indies									177,073		13
17	England				2	50				31,665		17
18	Scotland			5,438						43,183		18
19	Ireland									850		19
23	British Columbia	25	5	159				9,000	280			23
24	Newfoundland and Labrador	950	50									24
26	British Guiana			22			446			1,035		26
27	British Honduras									475		27
32	Hawaiian Islands									7,780		32
33	Hayti	11,600	638							250		33
34	Italy			232							24	34
38	Netherlands			388							3	38
39	Dutch West Indies									560		39
50	Turkey in Asia									85		50
52	Uruguay			95								52
	Total	12,575	693	6,459	2	50	446	9,000	280	267,309	27	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	FREE OF DUTY.										
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.		Furs and fur-skins, undressed.	HIDES AND SKINS, OTHER THAN FUR-SKINS.		Household and personal effects, and wearing apparel in use, and implements, instruments, and tools of trade of persons arriving from foreign countries, and of citizens of the United States dying abroad.	India-rubber and gutta-percha, crude.		IVORY.		
		Bananas.	All other.		Goat-skins.	All other.				Vegetable.		
	Received from—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic											1
2	Austria											2
3	Belgium			700			99					3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala					40						6
7	Honduras					5,936		1,390	628			7
8	Nicaragua											8
9	Chili							4,549	1,980			9
10	China											10
11	Denmark											11
12	France											12
13	Miquelon, Langley, and St. Pierre Islands		572				145					13
14	French Possessions, all other											14
15	Germany											15
16	England						48					16
17	Scotland		169	9,969		16,370	18,668			13,105	507	17
18	Ireland					4,619	935					18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island											20
21	Quebec, Ontario, Manitoba, and Northwest Ter.		36				1,217					21
22	British Columbia		3,894	73,721			4,822					22
23	British West Indies			21,532								23
24	British Guiana		107			600						24
25	British East Indies											25
26	Hong-Kong											26
27	British Possessions in Africa and adjacent isl'ds.											27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands											30

31	Hayti											31
32	Italy		4		40	85						32
33	Japan											33
34	Mexico											34
35	Netherlands	26	40			55						35
36	Dutch West Indies											36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo											40
41	Spain					2,524						41
42	Cuba		17									42
43	Porto Rico		9,618			790	28					43
44	Sweden and Norway					400						44
45	Turkey in Asia											45
46	United States of Colombia											46
47	Uruguay		4			350	30	3,720	1,660	120,110	1,638	47
48	Venezuela											48
49	All other countries in Africa		10									49
	Total	26	14,471	105,922	40	31,769	25,992	9,659	4,268	133,215	2,145	
	Shipped to—											
1	Argentine Republic											1
2	Austria											2
3	Belgium		25									3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala		50									6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	Denmark											10
11	Danish West Indies											11
13	French West Indies		9,487			790						13
17	England		25		40	6,895		2,390	888			17
18	Scotland		4,014	73,753		656	4,701	7,269	3,380	120,110	1,638	18
19	Ireland		40									19
22	Quebec, Ontario, Manitoba, and Northwest Ter.		30				317					22
23	British Columbia		35	10,669		20,989	19,541			13,105	507	23
24	Newfoundland and Labrador			21,500								24
26	British Guiana		100									26
33	Hayti						487					33
35	Japan		10			2,439						35
38	Netherlands	26	619				246					38
43	Portuguese Possessions in Africa and adj. isl'ds						200					43
47	Porto Rico		36									47
50	Turkey in Asia						500					50
	Total	26	14,471	105,922	40	31,769	25,992	9,659	4,268	133,215	2,145	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	FREE OF DUTY.												
		OILS, NOT ELSEWHERE SPECIFIED.				PAPER-STOCK, CRUDE.						SPICES UNGROUND.		
		Fixed or expressed.		Volatile or essential.		Rags, other than woolen.		All other.	Plumbago.		Seeds, not medicinal, not elsewhere specified.	Nutmegs.		
	Received from—	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Cwts.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic													1
2	Austria													2
3	Belgium													3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	China													10
11	Denmark													11
12	France													12
13	Miquelon, Langley, and St. Pierre Islands										23			13
14	French Possessions, all other													14
15	Germany													15
16	England										15			16
17	Scotland	3,755	994	800	219	245,660	13,739	8,768	468	3,919	3,241	4,911	1,280	17
18	Ireland							22			51			18
19	Gibraltar													19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island													20
21	Quebec, Ontario, Manitoba, and Northwest Ter.													21
22	British Columbia										66,860			22
23	British West Indies													23
24	British Guiana													24
25	British East Indies													25
26	Hong-Kong													26
27	British Possessions in Africa and adjacent isl'ds.													27
28	British Possessions in Australasia													28
29	Greece													29
30	Hawaiian Islands													30

31	Hayti													31
32	Italy										260			32
33	Japan			3,288	6,481									33
34	Mexico													34
35	Netherlands													35
36	Dutch West Indies										200			36
37	Dutch East Indies													37
38	Portugal													38
39	Azore, Madeira, and Cape Verde Islands													39
40	San Domingo													40
41	Spain													41
42	Cuba													42
43	Porto Rico										75			43
44	Sweden and Norway										1,375			44
45	Turkey in Asia													45
46	United States of Colombia													46
47	Uruguay													47
48	Venezuela													48
49	All other countries in Africa													49
	Total	3,755	994	4,088	6,700	245,660	13,739	8,790	468	3,919	72,100	4,911	1,280	
	Shipped to—													
1	Argentine Republic													1
2	Austria													2
3	Belgium										75			3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	Denmark													10
11	Danish West Indies													11
12	France													12
13	French West Indies										455			13
14	Miquelon, Langley, and St. Pierre Islands													14
15	French Possessions, all other													15
16	Germany													16
17	England										6,949			17
18	Scotland										54,002			18
19	Ireland										7,089			19
20	Gibraltar													20
21	Nova Scotia, New Brunswick, and Pr. Ed. Island													21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	2,400	487											22
23	British Columbia	1,355	507	4,088	6,700	245,660	13,739	8,790	468	3,919	3,515	4,911	1,280	23
38	Netherlands										15			38
	Total	3,755	994	4,088	6,700	245,660	13,739	8,790	468	3,919	72,100	4,911	1,280	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	FREE OF DUTY.											
		SPICES, UNGROUND.				Tea.		Tin, bars, blocks, or pigs, grain or granulated.		Wood, unmanufactured, not elsewhere specified.	All other free articles.	TOTAL FREE OF DUTY.	
		Pepper.		All other.									
	Received from—	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic										512	512	1
2	Austria											635	2
3	Belgium										376	4,440	3
4	Brazil											22,582	4
5	Central American States: Costa Rica												5
6	Guatemala			102	30						275	2,186	6
7	Honduras									510	872	63,096	7
8	Nicaragua												8
9	Chili										786	6,796	9
10	China												10
11	Denmark					2,711,111	455,303					455,303	11
12	France												12
13	Miquelon, Langley, and St. Pierre Islands	1,794	247	3,085	881	574	265				2,126	10,626	13
14	French Possessions, all other												14
15	Germany												15
16	England	1,050	156	419	75	50	18				1,598	2,667	16
17	Scotland	33,940	3,941	8,689	1,675	293,495	62,199	131,336	16,030	49	10,047	203,511	17
18	Ireland					22,362	3,513				3,900	14,661	18
19	Gibraltar											356	19
20	Nova Scotia, N. Brunswick, and Pr. Ed. Island												20
21	Quebec, Ontario, Manitoba, and N. W. Territory										81	274,351	21
22	British Columbia					10	5				39,448	188,779	22
23	British West Indies					2,068	575					22,206	23
24	British Guiana			584,450	21,272					111	10,123	105,218	24
26	Hong-Kong					6,980	1,275					1,275	26
27	British Possessions in Africa and adjacent isl'ds	1,520	200			98,754	19,676					20,564	27
29	Greece											2,425	29
30	Hawaiian Islands												30
32	Italy									1,277	120	23,314	32
33	Japan										143	6,731	33

34	Mexico					2,954,982	385,428					385,428	34
35	Netherlands										1,140	42,412	35
36	Dutch West Indies											401	36
37	Dutch East Indies										200	5,770	37
89	Azore, Madeira, and Cape Verde Islands										3,328	7,212	39
41	Spain									9,672		16,375	41
42	Cuba											17	42
43	Porto Rico									5,446	5,805	36,915	43
44	Sweden and Norway									1,109		20,496	44
47	Uruguay									1,594	1,048	118,134	47
49	All other countries in Africa										2,860	20,141	49
	Total	38,304	4,544	596,745	23,933	6,090,386	928,257	131,336	16,030	19,768	84,788	2,085,535	
	Shipped to—												
1	Argentine Republic										143	143	1
2	Austria			306,871	10,740							10,740	2
3	Belgium										525	6,974	3
5	Central American States: Costa Rica												5
6	Guatemala					225	53				45	698	6
7	Honduras					3,000	319					359	7
8	Nicaragua												8
9	Chili										40	89	9
10	Denmark											1,255	10
11	Danish West Indies											623	11
13	French West Indies			180,562	6,270					410	1,386	248,781	13
15	French Possessions, all other					12,788	1,815					1,815	15
16	Germany					400	45					45	16
17	England			1,224	66					10,403	10,795	161,174	17
18	Scotland			40,665	2,052	2,020	345			8,906	48,035	344,743	18
19	Ireland			11,080	542	560	74				2,080	10,675	19
22	Quebec, Ontario, Manitoba, and N. W. Territory					262,280	46,020	3,311	706		3,390	50,960	22
23	British Columbia	33,440	3,860	50,839	2,793	5,709,756	859,195	128,025	15,324	49	15,109	1,053,671	23
24	Newfoundland and Labrador					35,715	7,275					28,953	24
26	British Guiana					4,965	1,293				62	3,216	26
27	British Honduras											475	27
30	British Possessions in Africa and adjacent isld's					6,000	531					531	30
32	Hawaiian Islands											7,780	32
33	Hayti					6,492	1,180				182	2,737	33
34	Italy	1,050	156	900	93						10	540	34
35	Japan										12	122,539	35
38	Netherlands	2,294	328	4,604	1,377	4,382	816				1,600	11,472	38
39	Dutch West Indies										175	735	39
43	Portuguese Possessions in Africa and adj. isl'ds											200	43
47	Porto Rico					95	13				1,199	3,349	47
50	Turkey in Asia											585	50
52	Uruguay	1,520	200			41,680	9,269					9,664	52
54	All other islands and ports					28	14					14	54
	Total	38,304	4,544	596,745	23,933	6,090,386	928,257	131,336	16,030	19,768	84,788	2,085,535	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.										
		ANIMALS, NOT ELSEWHERE SPECIFIED.										
		Cattle.		Horses.		Sheep.		All other.	Art-works, not elsewhere specified. Paintings, in oil or water colors, and statuary.	Books, maps, engravings, etchings, and other printed matter, not elsewhere specified.	Brass, and manufactures of.	
	Received from—	*Number.*	*Dollars.*	*Number.*	*Dollars.*	*Number.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic			2	53							1
2	Austria										24	2
3	Belgium								50	1,593	218	3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	China											10
11	Denmark								100			11
12	France									50		12
13	Miquelon, Langley, and St. Pierre Islands								2,313	17,992	305	13
14	French Possessions, all other											14
15	Germany											15
16	England								834	10,290	1,985	16
17	Scotland			12	6,509			35	16,135	152,475	15,774	17
18	Ireland			20	11,069				355	16,754	1,310	18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Prince Edward Island											20
21	Quebec, Ontario, Manitoba, and the Northwest Territory									487		21
22	British Columbia	6,851	453,215	273	43,452	1,352	9,854	15	20	73,743	1,194	22
23	British West Indies	1	50	6	350			750		310		23
24	British Guiana									770	42	24
25	British East Indies											25
26	Hong-Kong									75		26
27	British Possessions in Africa and adjacent islands									420		27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands											30

31	Hayti									200		31
32	Italy									125		32
33	Japan								711	108	50	33
34	Mexico								2			34
35	Netherlands									158		35
36	Dutch West Indies								100	100		36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
43	Porto Rico			1	500					1,565	5,172	43
45	Turkey in Asia									60		45
47	Uruguay									50		47
49	All other countries in Africa								40	110		49
	Total	6,852	453,265	314	61,933	1,352	9,854	800	20,660	277,435	26,074	
	Shipped to—											
1	Argentine Republic									27		1
2	Austria											2
4	Brazil									110		4
6	Central American States: Guatemala									800	350	6
7	Honduras									10	172	7
9	Chili										567	9
11	Danish West Indies								40			11
13	French West Indies			1	500				898			13
14	Miquelon, Langley, and St. Pierre Islands									29		14
17	England								92	826		17
18	Scotland	6,833	450,675	24	5,075	1,352	9,854		2,453	16,715	5,398	18
19	Ireland			15	2,898				100	10		19
20	Gibraltar									300		20
22	Quebec, Ontario, Manitoba, and the Northwest Territory			3	453				75	4,267	218	22
23	British Columbia	2	140	255	49,357			50	16,246	175,286	14,912	23
24	Newfoundland and Labrador	1	50	6	350			750		9,079	1,234	24
26	British Guiana									3,285	35	26
27	British Honduras									55		27
30	British Possessions in Africa and adjacent islands									100		30
31	British Possessions in Australasia									3,132		31
32	Hawaiian Islands									38,837		32
33	Hayti			1	300					1,333		33
34	Italy								180	304		34
36	Liberia									300		36
37	Mexico											37
38	Netherlands	16	2,400	9	3,000				209	10,976	3,188	38
39	Dutch West Indies									50		39
40	Dutch Guiana								193	50		40
47	Porto Rico									3,212		47
49	Sweden and Norway									7,872		49
52	Uruguay									470		52
54	All other islands and ports								174			54
	Total	6,852	453,265	314	61,933	1,352	9,854	800	20,660	277,435	26,074	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.												
		BREADSTUFFS.												
		Barley.		Corn.		Oats.		Oatmeal.		Rye.		Wheat.		
	Received from—	*Bush.*	*Dollars.*	*Bush.*	*Dollars.*	*Bush.*	*Dollars.*	*Pounds.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	
1	Argentine Republic													1
2	Austria													2
3	Belgium													3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	China	100	50											10
11	Denmark													11
12	France													12
13	Miquelon, Langley, and St. Pierre Islands													13
14	French Possessions, all other													14
15	Germany													15
16	England													16
17	Scotland													17
18	Ireland					70	42	3,207	109					18
19	Gibraltar													19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island													20
21	Quebec, Ontario, Manitoba, and Northwest Ter.													21
22	British Columbia	900	459			51,498	17,122	1,547,840	26,948	12,966	6,425	2,717,924	2,143,218	22
23	British West Indies	48	45					800	33			17	16	23
24	British Guiana													24
25	British East Indies													25
26	Hong-Kong													26
27	British Possessions in Africa and adjacent isl'ds													27
28	British Possessions in Australasia													28
29	Greece													29
30	Hawaiian Islands													30

31	Hayti													31
32	Italy													32
33	Japan													33
34	Mexico													34
35	Netherlands			575	237									35
36	Dutch West Indies													36
37	Dutch East Indies													37
38	Portugal													38
39	Azore, Madeira, and Cape Verde Islands													39
40	San Domingo													40
41	Spain													41
42	Cuba													42
43	Porto Rico													43
44	Sweden and Norway													44
45	Turkey in Asia													45
46	United States of Colombia													46
47	Uruguay													47
48	Venezuela													48
49	All other countries in Africa													49
	Total	1,048	554	575	237	51,568	17,164	1,551,847	27,090	12,966	6,425	2,717,941	2,143,234	
	Shipped to—													
1	Argentine Republic													1
2	Austria													2
3	Belgium													3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	Denmark													10
11	Danish West Indies													11
12	France													12
13	French West Indies													13
14	Miquelon, Langley, and St. Pierre Islands													14
15	French Possessions, all other													15
16	Germany	100	50											16
17	England									12,966	6,425			17
18	Scotland	900	459			49,898	16,402	1,225,440	20,622			2,715,626	2,142,178	18
19	Ireland							81,000	1,560					19
20	Gibraltar													20
21	Nova Scotia, New Brunswick, and Pr. Ed. Island													21
22	Quebec, Ontario, Manitoba, and Northwest Ter.					1,600	720	244,607	4,875			2,298	1,040	22
23	British Columbia					70	42							23
24	Newfoundland and Labrador	48	45					800	33			17	16	24
25	British West Indies													25
38	Netherlands			575	237									38
	Total	1,048	554	575	237	51,568	17,164	1,551,847	27,090	12,966	6,425	2,717,941	2,143,234	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.									
		BREADSTUFFS.									
		Wheat flour.		All other breadstuffs, and preparations of, used as food, not elsewhere specified.	Bristles.		Brushes.	Buttons, except of brass, gilt, or silk, and button-molds, and button materials made in pattern or cut for buttons exclusively.	Cement.		
	Received from—	*Barrels.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Barrels.*	*Dollars.*	
1	Argentine Republic			650							1
2	Austria							619			2
3	Belgium						960	2,477	10	25	3
4	Brazil										4
5	Central American States: Costa Rica										5
6	Guatemala										6
7	Honduras										7
8	Nicaragua										8
9	Chili										9
10	China										10
11	Denmark				1,300	1,180					11
12	France										12
13	Miquelon, Langley, and St. Pierre Islands			250	817	433	7,785	6,690			13
14	French Possessions, all other										14
15	Germany										15
16	England			611			6,035	67,230	1,410	1,581	16
17	Scotland			696	6,142	3,628	6,288	55,204	4,642	6,166	17
18	Ireland			294				1,433			18
19	Gibraltar										19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island										20
21	Quebec, Ontario, Manitoba, and Northwest Ter.										21
22	British Columbia	546,451	2,053,801	128,377							22
23	British West Indies	123	522	176							23
24	British Guiana			60							24
25	British East Indies										25
26	Hong-Kong										26
27	British Possessions in Africa and adjacent isl'ds			25				23			27
28	British Possessions in Australasia										28
29	Greece										29
30	Hawaiian Islands										30

31	Hayti										31
32	Italy	80	343								32
33	Japan			30							33
34	Mexico										34
35	Netherlands										35
36	Dutch West Indies			1,250							36
37	Dutch East Indies										37
38	Portugal										38
39	Azore, Madeira, and Cape Verde Islands										39
40	San Domingo										40
41	Spain										41
42	Cuba										42
43	Porto Rico										43
44	Sweden and Norway										44
45	Turkey in Asia										45
46	United States of Colombia										46
47	Uruguay										47
48	Venezuela										48
49	All other countries in Africa										49
	Total	546,654	2,054,666	132,419	8,259	5,241	21,068	133,676	6,062	7,772	
	Shipped to—										
1	Argentine Republic										1
2	Austria										2
3	Belgium	571	1,612								3
4	Brazil										4
5	Central American States: Costa Rica										5
6	Guatemala			530				20	660	1,260	6
7	Honduras			26			15				7
9	Chili			30					200	206	9
13	French West Indies				1,300	1,180					13
17	England	1,670	5,867					196			17
18	Scotland	122,915	447,171	53,281				41			18
19	Ireland	125,375	419,370	15,997							19
20	Gibraltar	1,825	5,310								20
22	Quebec, Ontario, Manitoba, and Northwest Ter.	293,965	1,173,951	56,436			34	845	100	486	22
23	British Columbia			1,508	6,959	4,061	19,789	122,713	102	194	23
24	Newfoundland and Labrador	123	522	2,858							24
26	British Guiana	125	500	305			350	15			26
27	British Honduras			725							27
28	British East Indies			18							28
32	Hawaiian Islands			331			15				32
33	Hayti			25			151	506			33
34	Italy	85	363	170			10	235	440	638	34
38	Netherlands			177			704	9,082	680	1,094	38
45	Spain							23			45
47	Porto Rico								1,330	1,324	47
52	Uruguay								2,550	2,570	52
	Total	546,654	2,054,666	432,419	8,259	5,241	21,068	133,676	6,062	7,772	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.											
		Coal-tar colors and dyes.	Glycerine.		Logwood and other dye-woods, extracts and decoctions of.		Opium. Crude.		Opium. Prepared for smoking.		Potash, nitrate of, or saltpeter, crude.		
	Received from—	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium	915											3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China												10
11	Denmark												11
12	France												12
13	Miquelon, Langley, and St. Pierre Islands	1,790											13
14	French Possessions, all other												14
15	Germany												15
16	England	9,758	12,835	1,437	440	225					1,000	50	16
17	Scotland	1,040					460	1,763			54,347	2,235	17
18	Ireland				44,166	1,420							18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island												20
21	Quebec, Ontario, Manitoba, and Northwest Ter.												21
22	British Columbia	12,093									483,730	19,834	22
23	British West Indies								45	420			23
24	British Guiana												24
25	British East Indies												25
26	Hong-Kong												26
27	British Possessions in Africa and adjacent islands						20,592	82,320					27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti												31
32	Italy												32
33	Japan												33
34	Mexico												34
35	Netherlands												35
36	Dutch West Indies	3,435											36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain												41
42	Cuba												42
43	Porto Rico												43
44	Sweden and Norway												44
45	Turkey in Asia												45
46	United States of Colombia												46
47	Uruguay												47
48	Venezuela												48
49	All other countries in Africa												49
	Total	29,031	12,835	1,437	44,606	1,645	21,052	84,083	45	420	539,077	22,119	
	Shipped to—												
1	Argentine Republic												1
2	Austria												2
3	Belgium												3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala						50	138					6
7	Honduras												7
8	Nicaragua												8
9	Chili										1,000	50	9
10	Denmark												10
11	Danish West Indies												11
12	France												12
13	French West Indies										483,730	19,834	13
18	Scotland	4,600					10	25					18
19	Ireland	1,900											19
22	Quebec, Ontario, Manitoba, and Northwest Ter.	819	2,371	310									22
23	British Columbia	15,818	8,264	952	44,166	1,420					54,347	2,235	23
24	Newfoundland and Labrador						13,680	54,720	45	420			24
30	British Possessions in Africa and adjacent islands						3,352	13,360					30
32	Hawaiian Islands	5,593											32
33	Hayti						360	1,440					33
38	Netherlands	183	2,200	175	440	225							38
39	Dutch West Indies	118											39
52	Uruguay						3,600	14,400					52
	Total	29,031	12,835	1,437	44,606	1,645	21,052	84,083	45	420	539,077	22,119	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.											
		Soda.								Sumac, ground.		All other.	
		Bicarbonate of.		Carbonate, including sal-soda and soda-ash.		Caustic.		All other salts of.					
	Received from—	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Argentine Republic												1
2	Austria											56	2
3	Belgium											8,987	3
4	Brazil											500	4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China												10
11	Denmark												11
12	France												12
13	Miquelon, Langley, and St. Pierre Islands											10,864	13
14	French Possessions, all other												14
15	Germany												15
16	England					4,839	91	42	4			12,628	16
17	Scotland	122,876	3,720	2,394,688	27,339	807,488	19,761	210,244	3,870	11,800	462	92,319	17
18	Ireland	6,743	342	4,256	51							9,485	18
19	Gibraltar											250	19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island												20
21	Quebec, Ontario, Manitoba, and Northwest Ter.												21
22	British Columbia											43,559	22
23	British West Indies											700	23
24	British Guiana												24
25	British East Indies												25
26	Hong-Kong												26
27	British Possessions in Africa and adjacent isl'ds											1,835	27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti											50	31
32	Italy												32
33	Japan									688,540	17,741	66,301	33
34	Mexico												34
35	Netherlands												35
36	Dutch West Indies											2,266	36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain											29	41
42	Cuba												42
43	Porto Rico											441	43
44	Sweden and Norway												44
45	Turkey in Asia												45
46	United States of Colombia											8,779	46
47	Uruguay											1,226	47
48	Venezuela												48
49	All other countries in Africa												49
	Total	129,619	4,062	2,398,944	27,390	812,327	19,852	210,286	3,874	700,340	18,203	260,275	
	Shipped to—												
1	Argentine Republic												1
4	Brazil											500	4
6	Central American States: Guatemala					21,800	905	6,800	220			2,320	6
7	Honduras											194	7
9	Chili											65	9
14	Miquelon, Langley, and St. Pierre Islands											265	14
16	Germany											478	16
17	England											1,336	17
18	Scotland											21,394	18
22	Quebec, Ontario, Manitoba, and Northwest Ter.			46,945	530							2,311	22
23	British Columbia	128,613	3,917	2,349,895	26,836	786,250	18,858	198,362	3,565	700,340	18,203	171,836	23
24	Newfoundland and Labrador											7,638	24
26	British Guiana					566	15					16,554	26
27	British Honduras											302	27
28	British East Indies											72	28
30	British Possessions in Africa and adjacent isl'ds											250	30
33	Hayti											1,400	33
34	Italy	900	140									344	34
38	Netherlands	106	5	2,104	24	3,711	74	5,124	89			24,991	38
39	Dutch West Indies											1,418	39
45	Spain											29	45
47	Porto Rico											1,662	47
48	Spanish Possessions in Africa and adjacent isl'ds											2,398	48
52	Uruguay											1,298	52
54	All other islands and ports											1,220	54
	Total	129,619	4,062	2,398,944	27,390	812,327	19,852	210,286	3,874	700,340	18,203	260,275	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		Clays or earths of all kinds, including china-clay or kaolin.		CLOCKS AND WATCHES, AND PARTS OF.		Coal, bituminous.		COPPER, AND MANUFACTURES OF.					
				Clocks, and parts of.	Watches, and parts of, and watch materials and movements.			Ore (fine copper contained therein).		Pigs, bars, ingots, old, and other unmanufactured.		All other manufactures of.	
	Received from—	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium			146									3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China												10
11	Denmark												11
12	France			2,317	2,744							984	12
13	Miquelon, Langley, and St. Pierre Islands												13
14	French Possessions, all other												14
15	Germany	15	112	164	6,502							115	15
16	England	252	4,800	3,011	2,560					34,044	2,834	31,349	16
17	Scotland	93	386									404	17
18	Ireland												18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Isl'd												20
21	Quebec, Ontario, Manitoba, and Northwest Ter.				145							275	21
22	British Columbia					300	1,200						22
23	British West Indies									2,150	94		23
24	British Guiana												24
25	British East Indies												25
26	Hong-Kong												26
27	British Possessions in Africa and adjacent isl'ds												27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti												31
32	Italy												32
33	Japan												33
34	Mexico												34
35	Netherlands												35
36	Dutch West Indies												36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain												41
42	Cuba							265	65	134,013	10,265	719	42
43	Porto Rico												43
44	Sweden and Norway												44
45	Turkey in Asia												45
46	United States of Colombia				140								46
47	Uruguay												47
48	Venezuela												48
49	All other countries in Africa												49
	Total	360	5,298	5,638	12,091	300	1,200	265	65	170,207	13,193	33,846	
	Shipped to—												
1	Argentine Republic												1
2	Austria												2
3	Belgium												3
4	Brazil												4
5	Central American States: Costa Rica				1,490							15	5
6	Guatemala											115	6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	Denmark												10
11	Danish West Indies												11
12	France									2,150	94		12
16	Germany									84,618	6,625	50	16
17	England				140			265	65	49,395	3,640	669	17
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			12									21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	359	5,282	5,357	6,894					34,044	2,834	22,942	22
23	British Columbia											53	23
25	British West Indies			16								57	25
32	Hawaiian Islands					300	1,200						32
33	Hayti			70								190	33
35	Japan			73									35
37	Mexico	1	16	110	1,155							5,379	37
46	Cuba											254	46
49	Sweden and Norway				2,412								49
51	United States of Colombia											4,122	51
	Total	360	5,298	5,638	12,091	300	1,200	265	65	170,207	13,193	33,846	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.								
		Corsets.	COTTON, MANUFACTURES OF.							
			Cloths.				Clothing, ready-made, and other wearing-apparel, not including knit goods.	Embroideries, laces, insertings, trimmings, and lace window-curtains.	Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting machines or frames, or knit by hand.	
			Not bleached, dyed, colored, stained, painted, or printed.		Bleached, dyed, colored, stained, painted, or printed.					
	Received from—	*Dollars.*	*Square yds.*	*Dollars.*	*Square yds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic									1
2	Austria									2
3	Belgium	239					20	3,505	942	3
4	Brazil						500			4
5	Central American States: Costa Rica									5
6	Guatemala						68			6
7	Honduras									7
8	Nicaragua									8
9	Chili						50			9
10	China						455			10
11	Denmark						50			11
12	France	1,514	7,000	784	150,685	15,091	13,203	9,539	9,916	12
13	Miquelon, Langley, and St. Pierre Islands									13
14	French Possessions, all other									14
15	Germany	11,861			85,933	9,352	11,048	10,843	36,304	15
16	England	1,275	30,232	1,945	1,124,643	82,315	56,138	292,123	171,973	16
17	Scotland				40,023	2,719	3,874	20,788	5,073	17
18	Ireland				1,214	110				18
19	Gibraltar									19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island				8,069,023	789,250	100			20
21	Quebec, Ontario, Manitoba, and Northwest Ter.	191	2,920	427	1,978	171	145			21
22	British Columbia				7,500	885	61	528		22
23	British West Indies						325			23
24	British Guiana									24
25	British East Indies						150			25
26	Hong Kong									26
27	British Possessions in Africa and adjacent isl'ds									27

28	British Possessions in Australasia									28
29	Greece									29
30	Hawaiian Islands									30
31	Hayti									31
32	Italy							97		32
33	Japan									33
34	Mexico									34
35	Netherlands	2,279								35
36	Dutch West Indies									36
37	Dutch East Indies									37
38	Portugal									38
39	Azore, Madeira, and Cape Verde Islands									39
40	San Domingo									40
41	Spain									41
42	Cuba						2,105			42
43	Porto Rico									43
44	Sweden and Norway									44
45	Turkey in Asia									45
46	United States of Colombia						349			46
47	Uruguay									47
48	Venezuela									48
49	All other countries in Africa									49
	Total	17,359	40,152	3,156	9,480,999	899,893	88,641	337,423	224,208	
	Shipped to—									
1	Argentine Republic									1
2	Austria									2
5	Central American States: Costa Rica				1,500	200	220		499	5
6	Guatemala								71	6
7	Honduras						1,097			7
8	Nicaragua						848		143	8
12	France						805		20	12
15	French Possessions, all other				15,153	1,145			400	15
16	Germany						2,359			16
17	England						244			17
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	686					982	601		21
22	Quebec, Ontario, Manitoba, and Northwest Ter	14,980			8,075,117	790,259	49,925	301,995	190,782	22
23	British Columbia	191	2,920	427	9,478	1,056	903	528	400	23
25	British West Indies	215			1,000	115	6,210	200	4,320	25
32	Hawaiian Islands								232	32
33	Hayti	168					213	5,305	2,800	33
37	Mexico	1,112	37,232	2,729	1,372,751	106,267	23,839	28,697	24,430	37
39	Dutch West Indies							97		39
44	San Domingo								111	44
46	Cuba	7			3,000	487	150			46
51	United States of Colombia				3,000	364	563			51
53	Venezuela						283			53
	Total	17,359	40,152	3,156	9,480,999	899,893	88,641	337,423	224,208	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.										
		COTTON, MANUFACTURES OF.			EARTHEN, STONE, AND CHINA WARE.			FANCY ARTICLES.				
		Thread (not on spools), yarn, warps, or warp-yarn.		All other.	China, porcelain, parian, and bisque, earthen, stone, and crockery ware.		All other.	Beads (except amber) and bead ornaments.	Dolls and other toys.	Fans, except palm-leaf.	Feathers, ornamental, natural.	
					Not decorated or ornamented.	Decorated or ornamented.						
	Received from—	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic											1
2	Austria					243						2
3	Belgium			2,982	368	3,881	90	644	3,633			3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala										30	6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	China			623								10
11	Denmark											11
12	France	726	313	103,319	4,714	8,646	2,866	118	5,524	3,049	2,485	12
13	Miquelon, Langley, and St. Pierre Islands											13
14	French Possessions, all other											14
15	Germany	657	265	129,228	21,384	108,742	12,880	3,119	25,724	633	1,197	15
16	England	35,605	15,960	4,120,225	124,357	42,499	17,429	2,144	11,472	1,018	12,828	16
17	Scotland	465	528	420,164	8,668	807	1,232		70			17
18	Ireland			4,920								18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island			2,394			158					20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.			68,412	4,377			1,809				21
22	British Columbia			1,933		215						22
23	British West Indies			5,576					100	282		23
24	British Guiana											24
25	British East Indies											25
26	Hong-Kong			27,900		1,819	78			74		26
27	British Possessions in Africa and adjacent islands											27
28	British Possessions in Australasia			200								28
29	Greece											29
30	Hawaiian Islands			15								30

31	Hayti											31
32	Italy						30					32
33	Japan					3,084				6		33
34	Mexico											34
35	Netherlands			1,730		450						35
36	Dutch West Indies											36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo											40
41	Spain											41
42	Cuba			90			10					42
43	Porto Rico											43
44	Sweden and Norway											44
45	Turkey in Asia											45
46	United States of Colombia											46
48	Venezuela			120								48
49	All other countries in Africa											49
	Total	37,453	17,066	4,889,831	163,868	170,386	34,773	7,834	46,523	5,062	16,540	
	Shipped to—											
5	Central American States: Costa Rica			33,599	400	209	1,056		199			5
6	Guatemala			43,187	20	283	293	360	135			6
7	Honduras			1,180	397		270					7
8	Nicaragua	65	68	6,123	315		128					8
12	France			25								12
15	French Possessions, all other			39,895		93	621					15
16	Germany			203			10				30	16
17	England			8,283		40		1,896		282		17
21	Nova Scotia, New Brunswick, and Pr. Edw'd Isl'd			13,303	235	835	265	103	408			21
22	Quebec, Ontario, Manitoba, and the Northwest Ter.	18,467	7,258	3,875,715	149,081	160,320	17,941	4,841	38,585	2,167	16,248	22
23	British Columbia			78,836	4,377	420	1,064					23
25	British West Indies			160,611	832	1,582	2,210		1,014			25
26	British Guiana						186					26
27	British Honduras			306								27
29	Hong-Kong			400								29
31	British Possessions in Australasia			548								31
32	Hawaiian Islands			60,015		545	140				175	32
33	Hayti			312,909	1,205	149	1,108		82			33
35	Japan			1,232		80						35
37	Mexico	18,921	9,740	220,613	6,973	4,670	8,107	634	6,066	2,598	87	37
42	Azore, Madeira, and Cape Verde Islands				33							42
44	San Domingo			8,326					34	15		44
46	Cuba			538			1,350					46
51	United States of Colombia			18,016		1,160	24					51
53	Venezuela			3,318								53
54	All other islands and ports			2,650								54
	Total	37,453	17,066	4,889,831	163,868	170,386	34,773	7,834	46,523	5,062	16,540	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		FANCY ARTICLES.				FISH, NOT ELSEWHERE SPECIFIED.							
									Herring.				
		Feathers and flowers, artificial.	Perfumeries, cosmetics, and all toilet preparations.	Pipes of all kinds, and smokers' articles.	All other.	Anchovies and sardines, packed in oil or otherwise.	Cod, haddock, hake, and pollock, dried, smoked, or pickled.		Dried or smoked.		Pickled or salted.		
	Received from—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Barrels.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium		790	799	481	229							3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China				100								10
11	Denmark												11
12	France	40,234	30,773	7,304	8,837	12,236	400	50					12
13	Miquelon, Langley, and St. Pierre Islands						42,576	1,526					13
14	French Possessions, all other												14
15	Germany	5,060	4,370	9,798	29,184	571	96,801	5,103			3	20	15
16	England	55,136	13,946	21,440	23,413	3,402	135,619	8,249					16
17	Scotland			1,183	651								17
18	Ireland												18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island					3,370	15,667,778	441,325	16,000	418	1,669	7,221	20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.	35	829	1,148	550								21
22	British Columbia		20										22
23	British West Indies				1,675	60							23
24	British Guiana												24
25	British East Indies												25
26	Hong-Kong				875								26
27	British Possessions in Africa and adjacent islands												27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti												31
32	Italy		116		791	15							32
33	Japan				280								33
34	Mexico												34
35	Netherlands												35
36	Dutch West Indies												36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain												41
42	Cuba												42
43	Porto Rico												43
44	Sweden and Norway												44
45	Turkey in Asia												45
46	United States of Colombia												46
47	Uruguay												47
48	Venezuela												48
49	All other countries in Africa												49
	Total	100,465	50,844	41,672	66,837	19,883	15,943,174	456,253	16,000	418	1,672	7,241	
	Shipped to—												
4	Brazil						565,696	17,318					4
5	Central American States: Costa Rica	50	1,193	26		840					3	20	5
6	Guatemala	35	311	123	23	50							6
7	Honduras		256	58									7
8	Nicaragua		607			207							8
12	France	121											12
15	French Possessions, all other	862	1,339		597	314							15
16	Germany	35					1,500	75			30	197	16
17	England		829		1,796		36,500	1,169					17
18	Scotland				100						14	71	18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	1,338		178	796		4,928	44					21
22	Quebec, Ontario, Manitoba, and the Northwest Ter.	95,594	28,750	37,007	50,578	6,459	203,177	8,527	9,200	293			22
23	British Columbia		20	1,148	150								23
25	British West Indies	370	1,634	487	605	325	3,319,272	98,651	6,800	125	1,625	6,953	25
26	British Guiana				875		92,100	2,578					26
32	Hawaiian Islands		886	334									32
33	Hayti	20	1,535		448	60	311,574	8,365					33
34	Italy						44,580	1,232					34
37	Mexico	2,040	13,459	2,311	10,869	11,628	37,360	2,053					37
40	Dutch Guiana						102,640	2,529					40
44	San Domingo		21										44
45	Spain						5,600	125					45
46	Cuba		4				10,904,229	306,158					46
47	Porto Rico						298,518	6,903					47
51	United States of Colombia						15,500	526					51
	Total	100,465	50,844	41,672	66,837	19,883	15,943,174	456,253	16,000	418	1,672	7,241	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		FISH, NOT ELSEWHERE SPECIFIED.					FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.						
							Unmanufactured.						
		Mackerel, pickled.		Salmon, pickled.		All other.	Hemp, and all substitutes for hemp.		Jute.		Sisal-grass, and other vegetable substances.		
	Received from—	*Barrels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium												3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China												10
11	Denmark												11
12	France					245							12
13	Miquelon, Langley, and St. Pierre Islands												13
14	French Possessions, all other												14
15	Germany					383							15
16	England					1,062	139	18,141	7	471			16
17	Scotland					75							17
18	Ireland												18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island	4,613	25,264	904	6,736	4,976							20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.					304							21
22	British Columbia			503	4,859	156,087							22
23	British West Indies												23
24	British Guiana												24
25	British East Indies								345	8,391			25
26	Hong-Kong					447							26
27	British Possessions in Africa and adjacent islands												27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti					19							31
32	Italy												32
33	Japan												33
34	Mexico												34
35	Netherlands										150	11,595	35
36	Dutch West Indies												36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain												41
42	Cuba												42
43	Porto Rico												43
44	Sweden and Norway												44
45	Turkey in Asia												45
46	United States of Colombia												46
47	Uruguay												47
48	Venezuela												48
49	All other countries in Africa										17	1,927	49
	Total	4,613	25,264	1,407	11,595	163,598	139	18,141	352	8,862	167	13,522	
	Shipped to—												
1	Argentine Republic												1
2	Austria												2
3	Belgium												3
4	Brazil												4
5	Central American States: Costa Rica				25								5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
16	Germany					40					42	3,030	16
17	England			608	3,735	41,769					83	6,696	17
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	315	1,578										21
22	Quebec, Ontario, Manitoba, and the Northwest Ter.			103	859	55,353	139	18,141	352	8,862	17	1,515	22
23	British Columbia					264							23
25	British West Indies	3,120	17,701	281	2,806	4,174							25
26	British Guiana			15	195								26
31	British Possessions in Australasia			400	4,000	60,248							31
32	Hawaiian Islands					1,033							32
33	Hayti	831	3,650			39							33
34	Italy										25	2,281	34
37	Mexico					218							37
44	San Domingo	101	637										44
46	Cuba	78	692			375							46
47	Porto Rico	102	8[illegible]										47
51	United States of Colombia	66	197			60							51
	Total	4,613	25,264	1,407	11,595	163,598	139	18,141	352	8,862	167	13,522	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.									
		FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.									
		Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value.									
		Bags and bagging, and like manufactures.	Burlaps (except for bagging for cotton).	Brown or bleached linens, ducks, canvas, paddings, cotbottoms, diapers, crash, huckabacks, handkerchiefs and lawns.	Cables and cordage.		Thread, twine, and packthread.	Yarns.		All other.	
	Received from—	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Argentine Republic										1
2	Austria										2
3	Belgium			7,951	4,418	566	205			81	3
4	Brazil										4
5	Central American States: Costa Rica				100	10					5
6	Guatemala										6
7	Honduras										7
8	Nicaragua										8
9	Chili										9
12	France	1,556		16,326			650			3,917	12
13	Miquelon, Langley, and St. Pierre Islands										13
14	French Possessions, all other										14
15	Germany	4,687		14,023	1,714	248	1,816			2,460	15
16	England	15,965	2,429	644,637	88,694	8,049	10,288	892	302	132,404	16
17	Scotland	3,641	492	349,734			106,859			116,683	17
18	Ireland			94,668							18
19	Gibraltar										19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island	100		1,671	9,245	925	14,879				20
21	Quebec, Ontario, Manitoba, and Northwest Ter.	1,016		8,975	2,213	181				8,190	21
22	British Columbia				305	39					22
23	British West Indies			8,075							23
25	British East Indies	5,956									25
26	Hong-Kong	28,465								963	26
29	Greece										29
30	Hawaiian Islands										30

31	Hayti										31
39	Azore, Madeira, and Cape Verde Islands			33			1				39
	Total	61,386	2,921	1,146,093	106,689	10,018	134,698	892	302	264,698	
	Shipped to—										
1	Argentine Republic						14,550				1
5	Central American States: Costa Rica	2,024		6,541	800	40				105	5
6	Guatemala	320		1,906						65	6
7	Honduras				100	10					7
8	Nicaragua	806		79	600	65				70	8
15	French Possessions, all other									198	15
16	Germany										16
17	England	1,016		2,067			150			4,362	17
18	Scotland			230			147			160	18
20	Gibraltar										20
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			4,865	6,701	447	661			2,921	21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	6,159	2,921	879,682	10,396	911	116,098	892	302	235,615	22
23	British Columbia	145		8,975	3,468	330				3,928	23
24	Newfoundland and Labrador										24
25	British West Indies	1,167		1,530	64,788	6,368	176			317	25
26	British Guiana										26
27	British Honduras										27
28	British East Indies									955	28
29	Hong-Kong										29
30	British Possessions in Africa and adjacent isld's.										30
31	British Possessions in Australasia			565	4,412	365				1,275	31
32	Hawaiian Islands	34,421								2,834	32
33	Hayti	8,502		156,864	150	35	403			1,220	33
34	Italy										34
35	Japan									573	35
36	Liberia										36
37	Mexico	4,710		78,681	800	97	2,509			8,900	37
39	Dutch West Indies			775	5,229	425				30	39
40	Dutch Guiana										40
41	Dutch East Indies										41
42	Azore, Madeira, and Cape Verde Islands										42
43	Portuguese Possessions in Africa and adj. isl'ds.										43
44	San Domingo	1,102		302						970	44
45	Spain										45
46	Cuba	1,014		2,042	9,245	925					46
47	Porto Rico										47
48	Spanish Possessions in Africa and adjacent isl'ds.										48
49	Sweden and Norway										49
50	Turkey in Asia										50
51	United States of Colombia			715						200	51
52	Uruguay						4				52
53	Venezuela			274							53
	Total	61,386	2,921	1,146,093	106,689	10,018	134,698	892	302	264,698	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.										
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.										
		Figs.		Lemons.	Oranges.	Prunes.		Raisins.		Preserved fruits.	All other fruits.	
	Received from—	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic											1
2	Austria					368,133	11,837					2
3	Belgium					529	86					3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	China											10
11	Denmark											11
12	France	528	74			11,457	830	11,990	776	2,069		12
13	Miquelon, Langley, and St. Pierre Islands											13
14	French Possessions, all other											14
15	Germany					34,092	1,156			1,974		15
16	England	295,686	10,645	7,916	89,681	484,095	9,806	1,286,575	31,544	10,823	12,710	16
17	Scotland									1,460		17
18	Ireland											18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island									20	24	20
21	Quebec, Ontario, Manitoba, and Northwest Ter					2,954	103	280	17	1,504	9,802	21
22	British Columbia			5				300	43	185	26	22
23	British West Indies				10,306	96	36			81	392	23
24	British Guiana											24
25	British East Indies											25
26	Hong-Kong									239		26
27	British Possessions in Africa and adjacent isl'ds											27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands										6,878	30

31	Hayti											31
32	Italy	420	20	6,612	339			800	35	575	2,189	32
33	Japan											33
34	Mexico											34
35	Netherlands											35
36	Dutch West Indies									6		36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo											40
41	Spain							85,000	4,757			41
42	Cuba									2,026		42
43	Porto Rico											43
44	Sweden and Norway											44
45	Turkey in Asia											45
46	United States of Colombia									60		46
47	Uruguay											47
48	Venezuela									62		48
49	All other countries in Africa											49
	Total	296,634	10,739	14,533	100,326	901,356	23,854	1,384,945	37,172	21,084	32,021	
	Shipped to—											
1	Argentine Republic											1
2	Austria											2
3	Belgium									1,073		3
4	Brazil											4
5	Central American States: Costa Rica	200	20			900	118			504		5
6	Guatemala									84		6
7	Honduras											7
8	Nicaragua	158	20							141		8
10	Denmark									30		10
12	France									31		12
15	French Possessions, all other									26		15
16	Germany									865	32	16
17	England				1,898					650	8,610	17
18	Scotland				626						1,510	18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			1,052	8,201			14,200	1,229	225	833	21
22	Quebec, Ontario, Manitoba, and Northwest Ter	264,763	9,145	13,476	89,601	886,320	22,799	1,354,773	34,865	13,064	20,508	22
23	British Columbia			5		2,954	103	3,582	267	1,149	340	23
25	British West Indies							400	35	523	24	25
33	Hayti					196	46			132		33
34	Italy									60		34
37	Mexico	328	54			10,986	788	11,990	776	2,479		37
44	San Domingo									6		44
46	Cuba	31,185	1,500							20	164	46
53	Venezuela									22		53
54	All other islands and ports											54
	Total	296,634	10,739	14,533	100,326	901,356	23,854	1,384,945	37,172	21,084	32,021	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.			Furs, dressed on the skin, and manufactures of fur.	GLASS AND GLASSWARE.							
		Nuts.				Bottles, vials, demi-johns, carboys, and jars, empty or filled.	Cylinder, crown, and common window-glass, unpolished.		Cylinder and crown glass, polished.		Plate-glass.		
		Almonds.		All other.					Unsilvered.		Fluted, rolled, or rough.		
	Received from—	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. feet.*	*Dollars.*	*Sq. feet.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium			6	290	230	1,531,732	33,553					3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China				5,723								10
11	Denmark				10								11
12	France	19,445	2,483	948	9,602	1,227	14,270	276					12
13	Miquelon, Langley, and St. Pierre Islands												13
14	French Possessions, all other												14
15	Germany	750	93	35	60,416	3,104							15
16	England	41,002	2,129	4,189	216,673	1,761	130,012	4,350	10,500	804	2,801	248	16
17	Scotland	1,826	295			897	2,080	477					17
18	Ireland												18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island												20
21	Quebec, Ontario, Manitoba, and Northwest Ter.			4,761	9,454	4,236	1,000	291					21
22	British Columbia			30	45								22
23	British West Indies												23
24	British Guiana												24
25	British East Indies												25
26	Hong-Kong												26
27	British Possessions in Africa and adjacent isl'ds.												27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti			35									31
32	Italy	21,894	1,646	2,666									32
33	Japan				519								33
34	Mexico												34
35	Netherlands				197								35
36	Dutch West Indies												36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain	3,808	307										41
42	Cuba												42
43	Porto Rico												43
44	Sweden and Norway												44
45	Turkey in Asia												45
46	United States of Colombia												46
47	Uruguay												47
48	Venezuela												48
49	All other countries in Africa												49
	Total	88,725	6,953	12,670	302,929	11,455	1,679,094	38,947	10,500	804	2,801	248	
	Shipped to—												
1	Argentine Republic												1
2	Austria												2
3	Belgium												3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala					35							6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	Denmark												10
11	Danish West Indies												11
12	France												12
13	French West Indies												13
14	Miquelon, Langley, and St. Pierre Islands												14
15	French Possessions, all other												15
16	Germany			35	730								16
17	England			4,761	9,175								17
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			24	230	180	112,988	2,483					21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	68,530	4,377	7,695	287,598	5,414	1,550,836	35,897	10,500	804	2,801	248	22
23	British Columbia			30	316	4,056	1,000	291					23
25	British West Indies			35	210	943							25
29	Hong-Kong				45								29
32	Hawaiian Islands				97								32
33	Hayti					100							33
37	Mexico	20,195	2,576	90	4,528	727	14,270	276					37
	Total	88,725	6,953	12,670	302,929	11,455	1,679,094	38,947	10,500	804	2,801	248	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		GLASS AND GLASSWARE.					Hair, not elsewhere specified, and manufactures of.	Hats, bonnets, and hoods, and materials for.	Hay.		Hops.		
		Plate glass.				All other.							
		Unsilvered.		Silvered.									
	Received from—	*Sq. feet.*	*Dollars.*	*Sq. feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium			240	19	30,104		1,071					3
4	Brazil												4
5	Central American States: Costa Rica							200					5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili					10							9
10	China												10
11	Denmark												11
12	France					14,796	17	16,479					12
13	Miquelon, Langley, and St. Pierre Islands												13
14	French Possessions, all other												14
15	Germany					45,513	721	11,191			45,697	7,157	15
16	England	32,353	8,940	1,500	603	35,243	2,435	275,163			235,523	36,957	16
17	Scotland					1,885		8,036			2,400	623	17
18	Ireland												18
19	Gibraltar												19
20	N. Scotia, N. Brunswick, and Pr. Edward Island												20
21	Quebec, Ontario, Manitoba, and Northwest Ter.					976		99	34	340			21
22	British Columbia							72			13,888	3,750	22
23	British West Indies							3,550					23
24	British Guiana												24
25	British East Indies												25
26	Hong-Kong												26
27	British Possessions in Africa and adjacent isl'ds.												27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands					850							30

31	Hayti												31
32	Italy												32
33	Japan												33
34	Mexico												34
35	Netherlands					126							35
36	Dutch West Indies							4,884					36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain												41
42	Cuba							200					42
43	Porto Rico												43
44	Sweden and Norway												44
45	Turkey in Asia												45
46	United States of Colombia					50							46
47	Uruguay												47
48	Venezuela							5,714					48
49	All other countries in Africa												49
	Total	32,353	8,940	1,740	622	129,553	3,173	326,659	34	340	297,508	48,487	
	Shipped to—												
1	Argentine Republic												1
2	Austria												2
3	Belgium												3
4	Brazil					327							4
5	Central American States: Costa Rica					532		575					5
6	Guatemala					1,172		177					6
7	Honduras					13							7
8	Nicaragua					357		203			12,150	1,085	8
9	Chili												9
15	French Possessions, all other					10							15
16	Germany					407							16
17	England					1,083		240	34	340			17
21	N. Scotia, N. Brunswick, and Pr. Edward Island	1,075	366	240	19	2,172		2,562			4,984	631	21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	31,278	8,574	1,500	603	105,984	3,156	278,040			279,596	46,621	22
23	British Columbia					371		72					23
25	British West Indies					3,050		8,526					25
27	British Honduras							324					27
32	Hawaiian Islands					426							32
33	Hayti					1,707		3,093					33
37	Mexico					11,777	17	18,770			778	150	37
44	San Domingo					13		1,303					44
46	Cuba					50		12,694					46
51	United States of Colombia					70							51
53	Venezuela					32		80					53
54	All other islands and ports												54
	Total	32,353	8,940	1,740	622	129,553	3,173	326,659	34	340	297,508	48,487	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		India-rubber and gutta-percha, manufactures of.	IRON AND STEEL, AND MANUFACTURES OF.										
			Pig-iron.		Scrap, fit only to be remanufactured. / Iron, wrought and cast.		Bar-iron, rolled or hammered.		Bars, railway. / Of steel, or in part of steel.		Cotton-ties, or hoops for baling purposes, of iron and steel.		
	Received from—	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium	238					35,571	482					3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China												10
11	Denmark												11
12	France												12
13	Miquelon, Langley, and St. Pierre Islands	716					34,000	1,602	15	309			13
14	French Possessions, all other												14
15	Germany												15
16	England	6,470					43,034	543			22,220	319	16
17	Scotland	28,332	345	3,573	566	3,805	9,461,429	119,782	15,354	334,169			17
18	Ireland	7,505	1,865	21,580	85	1,738	1,742,996	22,096					18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island												20
21	Quebec, Ontario, Manitoba, and Northwest Ter.		10	170									21
22	British Columbia	1,105					1,600	95					22
23	British West Indies	602					23	5					23
24	British Guiana												24
25	British East Indies												25
26	Hong-Kong												26
27	British Possessions in Africa and adjacent isl'ds.												27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti												31
32	Italy												32
33	Japan												33
34	Mexico												34
35	Netherlands												35
36	Dutch West Indies												36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands												39
40	San Domingo												40
41	Spain												41
42	Cuba												42
43	Porto Rico												43
44	Sweden and Norway												44
45	Turkey in Asia						57,344	1,037					45
46	United States of Colombia												46
47	Uruguay												47
48	Venezuela												48
49	All other countries in Africa												49
	Total	44,968	2,220	25,323	651	5,543	11,375,997	145,642	15,369	334,478	22,220	319	
	Shipped to—												
1	Argentine Republic												1
2	Austria												2
3	Belgium												3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala	50											6
7	Honduras	93											7
8	Nicaragua												8
9	Chili												9
10	Denmark												10
11	Danish West Indies												11
12	France												12
13	French West Indies												13
18	Scotland	1,747											18
19	Ireland	203											19
22	Quebec, Ontario, Manitoba, and Northwest Ter.	1,011	675	7,356			1,141,666	12,770	50	1,090			22
23	British Columbia	36,100	1,475	17,249	651	5,543	9,677,136	122,991	1,707	37,332			23
24	Newfoundland and Labrador	602					23	5	75	2,056			24
26	British Guiana	48											26
32	Hawaiian Islands						1,600	95					32
37	Mexico												37
38	Netherlands	5,114					555,572	9,781	12,823	277,813	22,220	319	38
45	Spain								22	530			45
47	Porto Rico		20	207					692	15,657			47
52	Uruguay		50	511									52
	Total	44,968	2,220	25 323	651	5,543	11,375,997	145,642	15,369	334,478	22,220	319	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE										
		IRON AND STEEL, AND MANUFACTURES OF.										
		Hoop, band, and scroll iron.		Hoops, bands, strips, sheets, and plates of steel.		Ingots, blooms, slabs, billets and bars of steel, and steel in forms not elsewhere specified.		Sheet, plate, and taggers' iron.		Tin-plates, terne-plates, or taggers' tin.		
	Received from—	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic											1
2	Austria											2
3	Belgium					258,528	6,341	42,976	641			3
4	Brazil											4
5	Central American States: Costa Rica											5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	China											10
11	Denmark											11
12	France					40,050	1,682			1,175	35	12
13	Miquelon, Langley, and St. Pierre Islands											13
14	French Possessions, all other											14
15	Germany					36,910	1,024	1,896	32	2,160	76	15
16	England	1,521,076	20,677	1,184,888	45,019	2,955,951	101,550	1,568,437	42,452	5,849,147	192,162	16
17	Scotland	13,944	185	1,211,817	19,784	1,079,338	17,877	684,610	9,892			17
18	Ireland											18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island											20
21	Quebec, Ontario, Manitoba, and Northwest Ter							23,400	836			21
22	British Columbia							270	24			22
23	British West Indies											23
24	British Guiana											24
25	British East Indies											25
26	Hong-Kong											26
27	British Possessions in Africa and adjacent islands											27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands											30

31	Hayti											31
32	Italy											32
33	Japan											33
34	Mexico											34
35	Netherlands											35
36	Dutch West Indies											36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo											40
41	Spain											41
42	Cuba											42
43	Porto Rico											43
44	Sweden and Norway											44
45	Turkey in Asia											45
46	United States of Colombia											46
47	Uruguay											47
48	Venezuela											48
49	All other countries in Africa											49
	Total	1,535,020	20,862	2,396,705	64,803	4,370,777	128,474	2,321,589	53,877	5,852,482	192,273	
	Shipped to—											
1	Argentine Republic	55,534	796									1
2	Austria											2
3	Belgium											3
4	Brazil											4
5	Central American States: Costa Rica							5,038	156	2,160	70	5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	Denmark											10
11	Danish West Indies											11
12	France											12
13	French West Indies											13
14	Miquelon, Langley, and St. Pierre Islands											14
15	French Possessions, all other											15
16	Germany											16
17	England	5,300	73	55,428	956	12,268	657	39,528	605	58,102	1,862	17
22	Quebec, Ontario, Manitoba, and the Northwest Ter.	1,428,301	19,328	2,341,277	63,847	4,128,652	116,883	1,924,816	36,540	5,246,002	173,940	22
23	British Columbia							23,670	860	456,950	13,279	23
25	British West Indies									3,360	95	25
33	Hayti									23,995	766	33
37	Mexico	45,885	665			229,857	10,934	75,626	1,564	61,913	2,261	37
51	United States of Colombia							236,644	13,802			51
53	Venezuela							16,267	350			53
54	All other islands and ports											54
	Total	1,535,020	20,862	2,396,705	64,803	4,370,777	128,474	2,321,589	53,877	5,852,482	192,273	

No. 18. IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.												
		IRON AND STEEL, AND MANUFACTURES OF.												
		Wire rods (rivet, screw, nail, and fence), round, in coils and loops, of iron or steel.		Wire, and wire rope and strand, iron or steel.		Manufactures of, not elsewhere specified.								
						Anvils, axles, and forgings, of iron or steel.		Chains, of iron or steel.		Cutlery.	Files, file-blanks, rasps, and floats.	Fire-arms.	Machinery.	
	Received from—	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic													1
2	Austria													2
3	Belgium	22,398	243	458,911	5,199			1,439	84	745	114	6,617	5,028	3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	China													10
11	Denmark													11
12	France													12
13	Miquelon, Langley, and St. Pierre Islands	254	16	550	30	2,805	213			1,791		289	39,638	13
14	French Possessions, all other													14
15	Germany													15
16	England			2,623	528			3,649	188	24,205		1,953	44,726	16
17	Scotland	763,451	11,644	3,068,631	91,746	913,398	21,096	740,898	19,504	42,382	8,258	13,083	141,748	17
18	Ireland					17,014	254					321	5,506	18
19	Gibraltar													19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island													20
21	Quebec, Ontario, Manitoba, and Northwest Ter.												300	21
22	British Columbia	66,125	1,877	20,088	1,155							244	7,789	22
23	British West Indies									76		142		23
24	British Guiana												365	24
25	British East Indies												706	25
26	Hong-Kong													26
27	British Possessions in Africa and adjacent isl'ds.													27
28	British Possessions in Australasia													28
29	Greece													29
30	Hawaiian Islands													30

31	Hayti													31
32	Italy													32
33	Japan													33
34	Mexico													34
35	Netherlands													35
36	Dutch West Indies											432		36
37	Dutch East Indies													37
38	Portugal													38
39	Azore, Madeira, and Cape Verde Islands													39
40	San Domingo													40
41	Spain													41
42	Cuba													42
43	Porto Rico												20	43
44	Sweden and Norway													44
45	Turkey in Asia												1,273	45
46	United States of Colombia													46
47	Uruguay													47
48	Venezuela													48
49	All other countries in Africa													49
	Total	852,228	13,780	3,550,803	98,658	933,217	21,563	745,986	19,776	69,199	8,372	23,081	247,099	
	Shipped to—													
1	Argentine Republic													1
2	Austria													2
3	Belgium													3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala									423		1,048	3,521	6
7	Honduras									87		164	233	7
8	Nicaragua													8
9	Chili									18		879	210	9
10	Denmark												48	10
13	French West Indies												20	13
18	Scotland											210	967	18
22	Quebec, Ontario, Manitoba, and Northwest Ter.			46,228	1,638	112,775	2,732	94,256	2,029				14,149	22
23	British Columbia	785,849	11,887	3,339,505	89,494	458,776	10,175	621,809	16,790	52,181	6,650	12,603	91,501	23
24	Newfoundland and Labrador	66,125	1,877	20,088	1,155					76		1,322	6,978	24
26	British Guiana			1,281	49					483		5,083	2,131	26
29	Hong-Kong					4,640	100	8,000	150					29
32	Hawaiian Islands												79	32
33	Hayti									817	145			33
34	Italy									3,531			400	34
38	Netherlands	254	16	120,181	5,832	357,026	8,556	21,921	807	11,093	1,577	1,242	125,744	38
45	Spain									431				45
47	Porto Rico			11,760	245								670	47
48	Spanish Possessions in Africa and adjacent isl'ds.												93	48
52	Uruguay			11,760	245					59		530	355	52
	Total	852,228	13,780	3,550,803	98,658	933,217	21,563	745,986	19,776	69,199	8,372	23,081	247,099	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
		IRON AND STEEL, AND MANUFACTURES OF.		JEWELRY, MANUFACTURES OF GOLD AND SILVER, AND PRECIOUS STONES.		Lead and manufactures of.	LEATHER, AND MANUFACTURES OF.						
		Manufactures of, not elsewhere specified.		Jewelry, and manufactures of gold and silver.	Precious stones not elsewhere specified, and imitations of, not set.		Bend, belting, and all sole-leather.	Calf-skins, tanned or tanned and dressed.	Skins for morocco.	Upper leather of all other kinds, dressed, and skins dressed and finished.	Gloves, kid and leather.	All other manufactures of.	
		Needles.	All other.										
	Received from—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic												1
2	Austria												2
3	Belgium		36,685	6,326		192		202	522	678		3,113	3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala			50									6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China												10
11	Denmark												11
12	France	909	10,630	7,608	676	180		30,118	6,751	31,597	4,097	26,910	12
13	Miquelon, Langley, and St. Pierre Islands												13
14	French Possessions, all other												14
15	Germany	2,501	43,217	16,014	151	14,160		11,381	19,781	21,680	63,342	27,650	15
16	England	9,219	465,993	28,677	316	35,927	30,297	6,051	10,118	13,588	67,743	38,986	16
17	Scotland		70,272	7		921	39					1,499	17
18	Ireland		100										18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island		7,547									1,992	20
21	Quebec, Ontario, Manitoba, and the N. W. Ter.		159,742	2,357		1,437	33,664			48,563		166,731	21
22	British Columbia		449	580		28				38		398	22
23	British West Indies		1,956									15	23
24	British Guiana		827										24
25	British East Indies		15										25
26	Hong-Kong		58										26
27	British Possessions in Africa and adjacent isl'ds.								9,035				27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti		88									65	31
32	Italy			58									32
33	Japan		10									102	33
34	Mexico												34
35	Netherlands												35
36	Dutch West Indies												36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands		27										39
40	San Domingo												40
41	Spain					19,010							41
42	Cuba		1,845										42
46	United States of Colombia		232	200									46
48	Venezeuela						2,043						48
	Total	12,629	799,693	61,877	1,143	71,855	66,043	47,752	46,207	116,144	135,182	267,461	
	Shipped to—												
1	Argentine Republic		24,943										1
3	Belgium		2,038										3
4	Brazil		3,479										4
5	Central American States: Costa Rica	90	27,159							60		1,803	5
6	Guatemala		2,309	50						26		430	6
8	Nicaragua		2,256	2,900		52						3,148	8
12	France		3,427		676				2,492				12
15	French Possessions, all other		212	340								1,185	15
16	Germany		3,019	480						155		209	16
17	England	301	26,988	3,842		32,529	33,420			47,507		148,117	17
18	Scotland		10,608										18
19	Ireland		220										19
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	35	26,876			857				162	371	220	21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	9,648	395,282	29,300	467	35,761	30,336	45,448	43,715	62,055	133,143	39,728	22
23	British Columbia		32,278	789		1,415	244			777		18,746	23
25	British West Indies		31,457	3,627		141						15,531	25
27	British Honduras		388										27
28	British East Indies		796										28
31	British Possessions in Australasia		32,704										31
32	Hawaiian Islands		627	909				471				1,397	32
33	Hayti		32,594	148		75						7,500	33
34	Italy						2,043						34
35	Japan		50										35
37	Mexico	2,555	115,389	18,133		1,025		1,813		5,402	1,668	27,623	37
41	Dutch East Indies		49										41
44	San Domingo			20								1,774	44
46	Cuba		9,312										46
48	Spanish Possessions in Africa and adjacent isl'ds.		1,832										48
51	United States of Colombia		5,342	1,152								50	51
53	Venezuela		8,059	187				20					53
	Total	12,629	799,693	61,877	1,143	71,855	66,043	47,752	46,207	116,144	135,182	267,461	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.												
		Malt, barley.		MALT LIQUORS.				MARBLE AND STONE, AND MANUFACTURES OF.		METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED.		Mineral substances, not elsewhere specified.	Musical instruments, and parts of.	
				In bottles or jugs,		Not in bottles or jugs.		Marble and manufactures of, not elsewhere specified.	Stone and manufactures of, including slate.	Bronze manufactures.	All other.			
	Received from—	*Bushels.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic								231					1
2	Austria			187	175							53		2
3	Belgium								3,444	184	15,294		883	3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	China													10
11	Denmark													11
12	France							513	104	392	12,615		4,631	12
13	Miquelon, Langley, and St. Pierre Islands													13
14	French Possessions, all other													14
15	Germany			17,417	13,998	3,698	926	160	2,779	2,072	30,564	62	40,465	15
16	England			26,028	20,555	67,087	23,730	117	2,103	1,594	187,870	24,280	13,903	16
17	Scotland	90	117	13,648	10,887	11,913	4,006	195	7,110		9,239			17
18	Ireland					2,000	697							18
19	Gibraltar													19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island			90	67				600		20		60	20
21	Quebec, Ontario, Manitoba, and Northwest Ter.	2,370	2,316	2,902	952	2,420	737		20		3,891	960	144,944	21
22	British Columbia			10	10						208			22
23	British West Indies			1,488	1,318						1,500			23
24	British Guiana													24
25	British East Indies													25
26	Hong-Kong										1,824			26
27	British Possessions in Africa and adjacent isl'ds													27
28	British Possessions in Australasia													28
29	Greece													29
30	Hawaiian Islands													30

31	Hayti													31
32	Italy							1,976	96		36		215	32
33	Japan										481			33
34	Mexico													34
35	Netherlands													35
36	Dutch West Indies													36
37	Dutch East Indies													37
38	Portugal													38
39	Azore, Madeira, and Cape Verde Islands										60			39
40	San Domingo													40
41	Spain													41
42	Cuba			14	15	80	12				631	1,520		42
43	Porto Rico													43
44	Sweden and Norway													44
45	Turkey in Asia													45
46	United States of Colombia											92		46
	Total	2,460	2,433	61,779	47,977	87,198	30,108	2,961	16,487	4,242	264,233	26,967	205,101	
	Shipped to—													
5	Central American States: Costa Rica			2,088	1,639			1,460	70				628	5
6	Guatemala			320	232	385	160		5				719	6
7	Honduras			300	239								25	7
8	Nicaragua			1,163	826			120			15		562	8
12	France										241	1,052		12
15	French Possessions, all other										3,346			15
16	Germany			14	15	80	12				50	1,520	774	16
17	England										3,387		124,984	17
18	Scotland												5,200	18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	2,370	2,316			205	146		65		1,763		9,269	21
22	Quebec, Ontario, Manitoba, and Northwest Ter	90	117	1,398	1,071	4,031	1,651	698	15,186	4,242	59,589	520	40,494	22
23	British Columbia			2,912	962	2,420	737		20		9,890		1,659	23
24	Newfoundland and Labrador										70			24
25	British West Indies			21,402	17,400	76,374	26,419	120	85		2,367		2,106	25
27	British Honduras			168	142									27
29	Hong-Kong										203		185	29
31	British Possessions in Australasia										709		3,659	31
32	Hawaiian Islands										21,836		4,223	32
33	Hayti			7,166	5,583	548	303	152	305		82		685	33
34	Italy								231					34
35	Japan												535	35
37	Mexico			12,034	9,659	3,155	680	391	424		158,809	23,875	9,270	37
39	Dutch West Indies								96					39
44	San Domingo										546			44
46	Cuba			12,634	10,078						992			46
51	United States of Colombia			180	131			20			328		124	51
53	Venezuela										10			53
54	All other islands and ports													54
	Total	2,460	2,433	61,779	47,977	87,198	30,108	2,961	16,487	4,242	264,233	26,967	205,101	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.												
		OILS, NOT ELSEWHERE SPECIFIED.												
		Animal.				Mineral.		Vegetable.						
		Whale and fish.		Other.				Fixed or expressed.				Volatile or essential.		
								Olive.		Other.				
	Received from—	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Gallons.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic													1
2	Austria							200	149					2
3	Belgium							202	244					3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala													6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	China													10
11	Denmark													11
12	France			211	348			4,460	5,915	126	263	200	289	12
13	Miquelon, Langley, and St. Pierre Islands													13
14	French Possessions, all other													14
15	Germany					120	180	20	37	79	84	10	55	15
16	England	3,354	2,216	210	61			1,240	1,319	190,588	73,462			16
17	Scotland									5,512	2,477			17
18	Ireland													18
19	Gibraltar													19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island	339	112											20
21	Quebec, Ontario, Manitoba, and Northwest Ter.					24,220	2,797							21
22	British Columbia					105	36			83	102			22
23	British West Indies									200	55			23
24	British Guiana													24
25	British East Indies									29,039	9,458			25
26	Hong-Kong									3,400	1,160			26
27	British Possessions in Africa and adjacent isl'ds													27
28	British Possessions in Australasia													28
29	Greece													29
30	Hawaiian Islands													30

31	Hayti													31
32	Italy							713	668			179	448	32
33	Japan													33
34	Mexico													34
35	Netherlands									4,178	1,222			35
36	Dutch West Indies													36
37	Dutch East Indies													37
38	Portugal													38
39	Azore, Madeira, and Cape Verde Islands													39
40	San Domingo													40
41	Spain							200	240					41
42	Cuba													42
43	Porto Rico													43
44	Sweden and Norway	820	520											44
45	Turkey in Asia													45
46	United States of Colombia													46
47	Uruguay													47
48	Venezuela													48
49	All other countries in Africa													49
	Total	4,513	2,848	421	409	24,445	3,013	7,035	8,572	233,205	88,283	389	792	
	Shipped to—													
1	Argentine Republic													1
2	Austria													2
3	Belgium													3
4	Brazil													4
5	Central American States: Costa Rica							430	595	760	380			5
6	Guatemala													6
7	Honduras													7
8	Nicaragua							45	82	5	7			8
9	Chili													9
10	Denmark													10
11	Danish West Indies													11
12	France													12
13	French West Indies													13
15	French Possessions, all other							200	229					15
21	Nova Scotia, New Brunswick, and Pr. Ed. Island					24,220	2,797	6	14	8,146	2,992			21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	4,070	2,538	210	61			1,985	1,909	217,580	82,144	339	688	22
23	British Columbia					105	36			83	102			23
25	British West Indies	339	112					45	72	1,120	270			25
31	British Possessions in Australia									160	95			31
32	Hawaiian Islands									400	150			32
33	Hayti							642	1,000	1,100	438			33
37	Mexico	16	48	211	348	120	180	3,670	4,616	736	630	50	104	37
39	Dutch West Indies									115	65			39
46	Cuba	88	150											46
51	United States of Colombia							12	55	3,000	1,010			51
	Total	4,513	2,848	421	409	24,445	3,013	7,035	8,572	233,205	88,283	389	792	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.											
				PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.							RICE, NOT ELSEWHERE SPECIFIED.		
				Meat products.		Dairy products.							
		Paints and colors.	Paper, and manufactures of.	Meats, prepared, of all kinds, and meat extracts.	All other.	Butter.		Cheese.		Milk, preserved or condensed.	Rice.		
	Received from—	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic			65,328									1
2	Austria												2
3	Belgium	5,658	5,025	2,686				4,176	614	984			3
4	Brazil												4
5	Central American States: Costa Rica												5
6	Guatemala												6
7	Honduras												7
8	Nicaragua												8
9	Chili												9
10	China		312										10
11	Denmark												11
12	France	3,904	16,526	986	3	500	164	22,898	3,142	3,484	12,507	354	12
13	Miquelon, Langley, and St. Pierre Islands												13
14	French Possessions, all other												14
15	Germany	15,390	54,317	279	271	470	111	101,980	12,598	224	211,990	4,998	15
16	England	47,591	83,898	2,784	5,136	4,564	433	6,639	1,631	1,515	4,357,635	89,164	16
17	Scotland	2,399	35,404	225									17
18	Ireland												18
19	Gibraltar												19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island			12,944		500	120	572	68				20
21	Quebec, Ontario, Manitoba, and Northwest Ter.	2,361	12,554	106,989	235,525	1,568,530	286,152	15,379,012	1,733,915	150			21
22	British Columbia		15	281	827	2,099	569	309	50	134	20,600	1,105	22
23	British West Indies	10			25								23
24	British Guiana												24
25	British East Indies										3,409	52	25
26	Hong-Kong		188	20,621							5,473,986	115,355	26
27	British Possessions in Africa and adjacent islands												27
28	British Possessions in Australasia												28
29	Greece												29
30	Hawaiian Islands												30

31	Hayti				427								31
32	Italy		1,336					350	81				32
33	Japan		415										33
34	Mexico												34
35	Netherlands	2,467	1,210					4,419	622	5,732			35
36	Dutch West Indies												36
37	Dutch East Indies												37
38	Portugal												38
39	Azore, Madeira, and Cape Verde Islands		17										39
40	San Domingo												40
41	Spain												41
42	Cuba		442										42
43	Porto Rico												43
44	Sweden and Norway			85									44
45	Turkey in Asia												45
47	Uruguay				38,852								47
	Total	79,780	211,659	213,208	281,066	1,576,663	287,549	15,520,355	1,752,721	12,223	10,080,127	211,028	
	Shipped to—												
5	Central American States: Costa Rica	1,843	3,221	280	786			300	31		282,170	5,086	5
6	Guatemala	110	1,268	605	30	250	50	108	10	30			6
7	Honduras		233								61,070	1,112	7
8	Nicaragua		152	24		80	25	303	47		119,740	2,145	8
9	Chili												9
15	French Possessions, all other	264	261	47							24,000	435	15
17	England	10	649	117,706	230,190	1,501,688	273,215	15,067,443	1,698,607				17
18	Scotland			1,419	1,775	7,160	1,777	306,444	34,685				18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	1,685	1,741		130	22,745	4,034				22,400	487	21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	62,104	142,982	2,956	108	4,606	421	22,758	3,461	9,815	105,829	1,914	22
23	British Columbia	2,361	12,240	2,462	2,299	38,874	7,663	4,874	667	284	574,424	12,723	23
25	British West Indies	4,087	2,549	1,747	6,254	640	156	3,240	422	1,659	824,975	25,429	25
27	British Honduras										8,960	157	27
29	Hong-Kong		15										29
31	British Possessions in Australasia	90		73									31
32	Hawaiian Islands		130	7,622				1,388	580		66,000	1,380	32
33	Hayti	1,183	534	45	520			1,157	151		381,319	7,507	33
34	Italy										11,200	190	34
36	Liberia										14,300	251	36
37	Mexico	5,728	32,437	1,256	75	500	164	108,496	13,597	435	43,380	857	37
39	Dutch West Indies	90	37								16,008	271	39
44	San Domingo		160								621,584	11,169	44
46	Cuba	225	12,469	65,553	38,852						1,368,450	25,639	46
47	Porto Rico										6,720	124	47
48	Spanish Possessions in Africa and adjacent isl'ds.										11,880	219	48
51	United States of Colombia		204	11,413				3,844	463		5,025,958	105,398	51
53	Venezuela		377		47	120	44				468,160	8,096	53
54	All other islands and ports										21,600	439	54
	Total	79,780	211,659	213,208	281,066	1,576,663	287,549	15,520,355	1,752,721	12,223	10,080,127	211,028	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.												
		RICE, NOT ELSEWHERE SPECIFIED.		Salt.		SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED.			SILK, MANUFACTURES OF.					
		Rice, granulated, or rice meal.				Linseed or flax seed.		All other.	Clothing, ready-made, and other wearing apparel.	Dress and piece goods.	Laces.	Ribbons.	All other.	
	Received from—	*Pounds.*	*Dolls.*	*Pounds.*	*Dolls.*	*Bush.*	*Dolls.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic													1
2	Austria													2
3	Belgium									2,241		200	743	3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala												35	6
7	Honduras													7
8	Nicaragua													8
9	Chili													9
10	China													10
11	Denmark													11
12	France							10,441	5,421	63,315	4,112	5,573	84,550	12
13	Miquelon, Langley, and St. Pierre Islands													13
14	French Possessions, all other													14
15	Germany							3,136	1,189	28,765	269	2,565	32,652	15
16	England			7,750,540	13,857	810	1,241	24,178	1,978	764,799	11,431	21,251	356,830	16
17	Scotland							1,851		61,151	20	105	1,666	17
18	Ireland													18
19	Gibraltar													19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island												104	20
21	Quebec, Ontario, Manitoba, and Northwest Ter.			72,000	196			13,064	261	6,567			9,801	21
22	British Columbia	13,150	571	700	12				500				221	22
23	British West Indies							90						23
24	British Guiana													24
25	British East Indies												423	25
26	Hong-Kong												91,527	26
27	British Possessions in Africa and adjacent isl'ds													27
28	British Possessions in Australasia													28
29	Greece													29
30	Hawaiian Islands													30

31	Hayti							989						31
32	Italy												42	32
33	Japan							40					1,321	33
34	Mexico			154,240	1,622									34
35	Netherlands							4,612						35
36	Dutch West Indies													36
37	Dutch East Indies													37
38	Portugal			657,948	259									38
39	Azore, Madeira, and Cape Verde Islands													39
40	San Domingo													40
41	Spain													41
42	Cuba							235						42
43	Porto Rico													43
44	Sweden and Norway													44
45	Turkey in Asia													45
46	United States of Colombia												400	46
47	Uruguay													47
48	Venezuela													48
49	All other countries in Africa													49
	Total	13,150	571	8,635,428	15,946	810	1,241	58,636	9,349	926,838	15,832	29,694	580,315	
	Shipped to—													
1	Argentine Republic													1
2	Austria													2
3	Belgium									1,647				3
5	Central American States: Costa Rica							35		1,000			1,070	5
6	Guatemala											67	1,356	6
12	France								329		97		404	12
15	French Possessions, all other												4,234	15
16	Germany							235	500					16
17	England							14,143					1,780	17
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			1,864,000	1,670					75	5	608	1,677	21
22	Quebec, Ontario, Manitoba, and Northwest Ter			5,913,140	12,217	810	1,241	41,163	786	901,754	10,956	20,375	348,593	22
23	British Columbia	13,150	571	700	12			79	35	6,567	95		11,989	23
25	British West Indies							2,501		3,491			16,385	25
27	British Honduras												143	27
29	Hong-Kong							10					637	29
31	British Possessions in Australasia												1,610	31
32	Hawaiian Islands												51,469	32
33	Hayti			600	20								508	33
34	Italy												423	34
35	Japan													35
37	Mexico			154,240	1,622			470	7,224	11,907	4,679	8,644	66,210	37
43	Portuguese Possessions in Africa and adj. isld's			657,948	259									43
44	San Domingo									397			175	44
46	Cuba			44,800	146				475					46
51	United States of Colombia												71,652	51
54	All other islands and ports													54
	Total	13,150	571	8,635,428	15,946	810	1,241	58,636	9,349	926,838	15,832	29,694	580,315	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.										
		SOAP.					SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS.					
		Fancy, perfumed, and all descriptions of toilet soap.		All other.	Spices, ground.		Brandy.		All other.		Sponges.	
	Received from—	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pf. galls.*	*Dollars.*	*Pf. galls.*	*Dollars.*	*Dollars.*	
1	Argentine Republic											1
2	Austria										294	2
3	Belgium				220	10			30	43		3
4	Brazil								12	50		4
5	Central American States: Costa Rica											5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili								6	30		9
10	China			152								10
11	Denmark											11
12	France			463	3,504	301	12,923	25,560	3,153	4,239	237	12
13	Miquelon, Langley, and St. Pierre Islands											13
14	French Possessions, all other											14
15	Germany	180	81	373			360	380	9,236	8,684		15
16	England	6,299	1,654	14,514	7,914	566	5,752	13,595	13,259	15,391	5,440	16
17	Scotland			12			60	65	10,313	11,798		17
18	Ireland											18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island						12	30	12	25		20
21	Quebec, Ontario, Manitoba, and Northwest Ter			88			331	769	28,287	21,009		21
22	British Columbia	1,400	134	61	45	10	174	882	625	1,958		22
23	British West Indies								56,370	45,555	156,327	23
24	British Guiana								9,968	3,090		24
25	British East Indies											25
26	Hong-Kong								3,016	1,726		26
27	British Possessions in Africa and adjacent isl'ds											27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands											30

31	Hayti								120	130	20	31
32	Italy						153	174	45	90		32
33	Japan											33
34	Mexico											34
35	Netherlands								6,786	7,474		35
36	Dutch West Indies											36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira and Cape Verde Islands											39
40	San Domingo								28	14		40
41	Spain				2,500	250						41
42	Cuba								1,164	1,005	13,518	42
43	Porto Rico								1,100	1,650		43
44	Sweden and Norway											44
45	Turkey in Asia											45
46	United States of Colombia											46
47	Uruguay											47
48	Venezuela								110	54		48
	Total	7,879	1,869	15,663	14,183	1,137	19,765	41,455	143,640	124,015	175,836	
	Shipped to—											
2	Austria								1,136	1,136		2
3	Belgium								282	254		3
4	Brazil								12	50		4
5	Central American States: Costa Rica			2,867			856	1,159	1,596	1,503		5
6	Guatemala			292			582	1,000	3,129	2,789		6
7	Honduras								225	148		7
8	Nicaragua			3,040			1,656	2,902	3,766	2,346		8
12	France						62	397	15,142	12,399	44,450	12
15	French Possessions, all other								206	122		15
16	Germany								33,987	26,626	22,945	16
17	England								1,619	1,120	58,620	17
18	Scotland								1,196	1,466		18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			215			3	9	23,069	15,880		21
22	Quebec, Ontario, Manitoba, and Northwest Ter	6,604	1,487	2,939	13,002	915	3,285	8,184	14,277	20,713	5,971	22
23	British Columbia	1,125	103	284	81	21	485	1,584	23,142	16,508		23
25	British West Indies			5,503			4,413	9,133	12,159	12,303		25
27	British Honduras								56	52		27
32	Hawaiian Islands	150	279						2,225	1,161		32
33	Hayti			32			230	504	1,485	1,373		33
34	Italy								220	164		34
37	Mexico			184	1,100	201	7,976	16,337	3,018	4,231		37
38	Netherlands										43,850	38
46	Cuba						67	81	300	251		46
51	United States of Colombia			307					1,318	1,315		51
53	Venezuela						150	165	45	90		53
54	All other islands and ports								30	15		54
	Total	7,879	1,869	15,663	14,183	1,137	19,765	41,455	143,640	124,015	175,836	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.									
		SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.									
		Molasses.		Sugar, Dutch standard in color.						Sugar candy and confectionery.	
				Not above No. 13, and tank bottoms, sirups, melada, etc.		Above No. 13, and not above No. 20.		All above No. 20.			
	Received from—	*Gallons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
1	Argentine Republic										1
2	Austria										2
3	Belgium									370	3
4	Brazil										4
5	Central American States: Costa Rica										5
6	Guatemala			24,520	1,015						6
7	Honduras										7
8	Nicaragua										8
9	Chili										9
10	China										10
11	Denmark										11
12	France							4,500	230	992	12
13	Miquelon, Langley, and St. Pierre Islands										13
14	French Possessions, all other										14
15	Germany			330,690	6,357						15
16	England			14,072	433					2,296	16
17	Scotland			20,400	378					160	17
18	Ireland										18
19	Gibraltar										19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island									16,761	20
21	Quebec, Ontario, Manitoba, and Northwest Ter.			29,003	925	435,496	24,418	405,039	23,476	1,353	21
22	British Columbia	50	36			5,436	439	4,239	353	29	22
23	British West Indies	8,061	806	350,664	15,686	28,820	1,729	22,500	2,250		23
24	British Guiana										24
25	British East Indies										25
26	Hong-Kong			6,100	253						26
27	British Possessions in Africa and adjacent islands										27
28	British Possessions in Australasia										28
29	Greece										29
30	Hawaiian Islands										30

31	Hayti			185,235	8,910	55,757	3,069			25	31
32	Italy										32
33	Japan										33
34	Mexico					46,175	3,020	73,997	4,652		34
35	Netherlands										35
36	Dutch West Indies	1,050	120					3,300	66		36
37	Dutch East Indies			4,580,930	86,087						37
38	Portugal										38
39	Azore, Madeira, and Cape Verde Islands										39
40	San Domingo			567,954	18,260						40
41	Spain										41
42	Cuba	7,110	1,378	437,548	13,842	321,557	15,456	14,000	1,350		42
43	Porto Rico	95	13	677,910	16,466	213,869	5,321	1,685	83		43
44	Sweden and Norway										44
45	Turkey in Asia										45
46	United States of Colombia										46
47	Uruguay										47
48	Venezuela							214	11		48
49	All other countries in Africa										49
	Total	16,366	2,353	7,225,026	168,612	1,107,110	53,452	529,474	32,471	21,986	
	Shipped to—										
1	Argentine Republic										1
2	Austria										2
3	Belgium	6,000	1,200								3
4	Brazil										4
5	Central American States: Costa Rica									593	5
6	Guatemala			12,120	725						6
7	Honduras										7
8	Nicaragua									25	8
9	Chili										9
10	Denmark										10
11	Danish West Indies										11
12	France									25	12
13	French West Indies										13
14	Miquelon, Langley, and St. Pierre Islands	8,061	806								14
15	French Possessions, all other									24	15
16	Germany			342,628	16,616	55,597	3,059	15,299	1,426		16
17	England			272,503	10,974	350,377	17,185				17
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	2,255	311	660	15			3,900	84		21
22	Quebec, Ontario, Manitoba, and Northwest Ter			6,525,012	138,278	213,869	5,321	42,900	2,628	18,680	22
23	British Columbia	50	36	67,903	1,846	440,932	24,857	388,878	23,451	1,382	23
25	British West Indies			4,200	158					370	25
33	Hayti					160	10	4,500	230	29	33
37	Mexico					46,175	3,020	73,997	4,652	24	37
53	Venezuela									834	53
54	All other islands and ports										54
	Total	16,366	2,353	7,225,026	168,612	1,107,110	53,452	529,474	32,471	21,986	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.												
		TOBACCO, AND MANUFACTURES OF.					VEGETABLES.							
		Leaf.		Manufactures of.			Beans and pease.		Potatoes.		Pickles and sauces.	All other.		
				Cigars, cigarettes, and cheroots.		All other.						In their natural state, or in salt or brine.	Prepared or preserved.	
	Received from—	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic													1
2	Austria													2
3	Belgium					193							33	3
4	Brazil													4
5	Central American States: Costa Rica													5
6	Guatemala	255	38											6
7	Honduras			50	100									7
8	Nicaragua													8
9	Chili													9
10	China												14,789	10
11	Denmark													11
12	France			1,176	2,159	416					1,072	14	4,972	12
13	Miquelon, Langley, and St. Pierre Islands													13
14	French Possessions, all other											831		14
15	Germany	48,148	16,167	10,659	11,991	142					21	182	230	15
16	England	1,900	397	2,677	4,243	75	20	20			3,030	441	2,678	16
17	Scotland													17
18	Ireland													18
19	Gibraltar													19
20	Nova Scotia, N. Brunswick, and Pr. Ed. Island			400	483				86,547	21,270		4	11,922	20
21	Quebec, Ontario, Manitoba, and Northwest Ter.	139,718	3,764	2,922	8,558	45,107	1,264,206	652,675	2,400	600			1,971	21
22	British Columbia	694	351	1,281	845		61	102			25	804	53	22
23	British West Indies			1,155	3,899	77								23
24	British Guiana													24
25	British East Indies										123			25
26	Hong-Kong			17,200	14,883	738					200	786	36,269	26
31	Hayti										10			31
32	Italy			441	238						45		70	32
33	Japan	100	15											33
34	Mexico	1,630	694	9,030	12,921		18	29						34

35	Netherlands	52,246	39,803	195	171							97		35
40	San Domingo	375,557	40,650											40
42	Cuba	3,865,622	1,764,646	1,716,962	4,821,778	22,466								42
43	Porto Rico	35,692	5,256	887	2,034									43
46	United States of Colombia	783,870	155,765											46
48	Venezuela	101,627	40,654			51								48
	Total	5,407,059	2,068,200	1,765,035	4,884,303	69,265	1,264,305	652,826	88,947	21,870	4,526	3,159	72,987	
	Shipped to—													
1	Argentine Republic			1,953	5,673	1,075								1
3	Belgium	104,328	50,248	22,400	62,479	125								3
4	Brazil			7,791	23,051	16								4
5	Central American States: Costa Rica			277	588		20	20			130	32	2,728	5
6	Guatemala			510	412								172	6
7	Honduras			180	148									7
8	Nicaragua			825	564						608		261	8
10	Denmark			192	510									10
11	Danish West Indies			994	2,840									11
12	France			2,403	7,908		297	451						12
15	French Possessions, all other			60	120						608	419		15
16	Germany	4,908,029	1,881,339	747,149	2,130,263	6,134								16
17	England	46,597	13,098	766,313	2,213,943	6,650	1,136,382	581,224			10		1,971	17
18	Scotland			880	2,593		110,725	56,221						18
20	Gibraltar			583	1,666	2,696								20
21	Nova Scotia, N. Brunswick, and Pr. Ed. Island	12	6	10,832	29,323	9,373	12,050	10,534			282			21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	229,050	82,317	81,973	224,105	536			530	265	284	523	13,277	22
23	British Columbia	694	351	6,421	15,307	28,193	61	102			541	70	2,054	23
25	British West Indies			6,361	9,551	65			1,719	638	1,303	15	6,080	25
26	British Guiana						4,002	3,595					8,892	26
29	Hong-Kong			352	980							953	802	29
31	British Possessions in Australasia			1,066	2,990							529	55	31
32	Hawaiian Islands			16,025	16,939						200	333	2,030	32
33	Hayti			915	1,432						20		368	33
34	Italy			1,261	4,063									34
35	Japan			70	252									35
37	Mexico	1,630	694	10,397	9,862	225	18	29			495	14	1,103	37
38	Netherlands	63,148	29,901	10,599	30,257	350								38
39	Dutch West Indies			21,180	40,360	200								39
44	San Domingo			397	232									44
45	Spain	13,777	721			1,210								45
46	Cuba			15	70	441			86,698	20,967		154	29,671	46
48	Spanish Possessions in Africa and adjacent isl'ds						750	650						48
49	Sweden and Norway			709	2,312									49
51	United States of Colombia	22,191	2,447	14,800	15,318	257					45	117	3,444	51
52	Uruguay			694	2,640									52
53	Venezuela	17,603	7,078	27,513	25,062	11,719							79	53
54	All other islands and ports			945	490									54
	Total	5,407,059	2,068,200	1,765,035	4,884,303	69,265	1,264,305	652,826	88,947	21,870	4,526	3,159	72,987	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.									
		WINES.						WOOD, AND MANUFACTURES OF.			
		Champagne, and other sparkling.		Still wines.				Unmanufactured, not elsewhere specified.	Lumber.		
				In casks.		In bottles.			Boards, planks, deals, and other sawed lumber.		
	Received from—	*Dozens.*	*Dollars.*	*Gallons.*	*Dollars.*	*Dozens.*	*Dollars.*	*Dollars.*	*M feet.*	*Dollars.*	
1	Argentine Republic										1
2	Austria										2
3	Belgium	250	2,778	20	24	460	1,186				3
4	Brazil										4
5	Central American States: Costa Rica										5
6	Guatemala										6
7	Honduras										7
8	Nicaragua										8
9	Chili										9
10	China										10
11	Denmark										11
12	France	962	12,445	24,000	13,153	8,571	28,012				12
13	Miquelon, Langley, and St. Pierre Islands										13
14	French Possessions, all other										14
15	Germany	61	657	3,574	2,221	1,580	5,374				15
16	England	1,164	12,775	18,463	16,808	1,766	10,801	215	11	210	16
17	Scotland	20	310	3,707	2,117						17
18	Ireland										18
19	Gibraltar			60	80						19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island			30	40				2,453	24,108	20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.	1	30	550	550			653	9,984	124,849	21
22	British Columbia			20	40	12	94				22
23	British West Indies			720	573	108	432				23
24	British Guiana										24
25	British East Indies										25
26	Hong-Kong	30	228								26
27	British Possessions in Africa and adjacent islands										27
28	British Possessions in Australasia										28
29	Greece					6	38				29
30	Hawaiian Islands										30

31	Hayti										31
32	Italy			1,093	630	304	1,048				32
33	Japan										33
34	Mexico										34
35	Netherlands										35
36	Dutch West Indies										36
37	Dutch East Indies										37
38	Portugal										38
39	Azore, Madeira, and Cape Verde Islands										39
40	San Domingo										40
41	Spain			2,769	1,266	20	149				41
42	Cuba			87	45	151	834				42
43	Porto Rico										43
44	Sweden and Norway										44
45	Turkey in Asia										45
46	United States of Colombia										46
	Total	2,488	29,223	55,093	37,547	12,978	47,968	868	12,448	149,167	
	Shipped to—										
1	Argentine Republic								9,046	111,019	1
4	Brazil			70	80						4
5	Central American States: Costa Rica	28	280	11,025	5,868	701	2,281				5
6	Guatemala			180	150	104	376				6
7	Honduras			87	45	18	56				7
8	Nicaragua			120	90	324	1,037				8
12	France			800	512						12
13	French West Indies								20	200	13
15	French Possessions, all other	18	270			7	41				15
16	Germany					51	390		13	214	16
17	England							653	81	2,518	17
18	Scotland								10	180	18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			632	290	8	84		113	3,386	21
22	Quebec, Ontario, Manitoba, and the Northwest Ter.	1,831	20,962	13,724	13,693	1,046	6,383		67	1,065	22
23	British Columbia	81	748	570	590	309	871				23
25	British West Indies	109	1,193	6,106	4,514	720	3,860		169	1,687	25
27	British Honduras			300	177	50	188				27
31	British Possessions in Australasia								143	1,464	31
32	Hawaiian Islands					50	278				32
33	Hayti	3	37	2,955	2,077	571	1,974				33
37	Mexico	411	5,636	17,372	8,983	8,782	29,253	215			37
42	Azore, Madeira, and Cape Verde Islands								18	181	42
44	San Domingo					3	15				44
46	Cuba	7	97	720	290	112	472		2,264	22,208	46
47	Porto Rico								10	105	47
51	United States of Colombia					72	284				51
52	Uruguay								494	4,940	52
53	Venezuela			432	188	50	125				53
	Total	2,488	29,223	55,093	37,547	12,978	47,968	868	12,448	149,167	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.									
		WOOD, AND MANUFACTURES OF.					WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.				
		Lumber.			Manufactures of.		Unmanufactured.				
		Shingles.		Other lumber.	Cabinetware and house-furniture.	All other.	Clothing wools.		Combing wools.		
	Received from—	*M.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
1	Argentine Republic										1
2	Austria				911						2
3	Belgium				50	2,950	7,553	1,497			3
4	Brazil						179,055	20,248			4
5	Central American States: Costa Rica										5
6	Guatemala										6
7	Honduras										7
8	Nicaragua										8
9	Chili										9
10	China					253					10
11	Denmark						78,208	21,594			11
12	France				1,004	1,601	107,599	24,657			12
13	Miquelon, Langley, and St. Pierre Islands										13
14	French Possessions, all other						1,704	149			14
15	Germany				14,611	15,657	21,563	4,602	50	10	15
16	England				2,292	25,718	1,027,931	213,777	125,607	27,629	16
17	Scotland					525	219,007	51,409	24,500	4,968	17
18	Ireland										18
19	Gibraltar										19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island	200	200								20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.	115	140	17,243	28,537	97,121	68	153	698	126	21
22	British Columbia				1,169	257					22
23	British West Indies										23
24	British Guiana										24
25	British East Indies				50						25
26	Hong-Kong					12,006					26
27	British Possessions in Africa and adjacent islands						1,897,279	205,517			27
28	British Possessions in Australasia						342,374	61,579			28
29	Greece										29
30	Hawaiian Islands					475	68,072	6,807			30

31	Hayti										31
32	Italy				27	60					32
33	Japan					236					33
34	Mexico					122					34
35	Netherlands										35
36	Dutch West Indies										36
37	Dutch East Indies										37
38	Portugal										38
39	Azore, Madeira, and Cape Verde Islands										39
40	San Domingo										40
41	Spain										41
42	Cuba			2,416	1,460	925					42
43	Porto Rico										43
46	United States of Colombia			70		1,010					46
47	Uruguay						137,904	23,412			47
48	Venezuela					6					48
	Total	315	340	19,729	50,111	158,922	4,088,317	635,401	150,855	32,733	
	Shipped to—										
1	Argentine Republic			359							1
3	Belgium				256		145,336	23,064			3
5	Central American States: Costa Rica				776	307	190	40			5
6	Guatemala					206			50	10	6
8	Nicaragua				147	30					8
12	France			70	586	1,416	72,800	8,958			12
15	French Possessions, all other					611					15
16	Germany				1,600	1,589					16
17	England			15,000	11,327	61,164	98,624	10,291	698	126	17
18	Scotland				6,979	10,359					18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island				1,375	10,531					21
22	Quebec, Ontario, Manitoba, and the Northwest Ter.				4,332	42,461	3,771,367	593,048	150,107	32,597	22
23	British Columbia				5,397	11,539					23
25	British West Indies	115	140		2,680	1,437					25
26	British Guiana				150						26
29	Hong-Kong					563					29
31	British Possessions in Australasia			806	557	434					31
32	Hawaiian Islands					2,692					32
33	Hayti				559	605					33
35	Japan					160					35
37	Mexico				13,363	4,268					37
39	Dutch West Indies				27	60					39
42	Azore, Madeira, and Cape Verde Islands	200	200								42
44	San Domingo					29					44
50	Turkey in Asia					96					50
51	United States of Colombia					8,153					51
52	Uruguay			3,494							52
54	All other islands and ports					212					54
	Total	315	340	19,729	50,111	158,922	4,088,317	635,401	150,855	32,733	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.										
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.										
		Unmanufactured.		Manufactures of.								
		Carpet and other similar wools.		Carpets and carpeting of all kinds.		Clothing, ready-made, and other wearing-apparel, except shawls and knit goods.	Cloths.		Dress goods, women's and children's.		Knit goods.	
	Received from—	*Pounds.*	*Dollars.*	*Sq. yards.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. yards.*	*Dollars.*	*Dollars.*	
1	Argentine Republic											1
2	Austria											2
3	Belgium						1, 770	2, 307				3
4	Brazil											4
5	Central American States: Costa Rica					50						5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	China											10
11	Denmark											11
12	France			42	44	18, 470	112, 935	110, 950	17, 122	5, 266	598	12
13	Miquelon, Langley, and St. Pierre Islands											13
14	French Possessions, all other											14
15	Germany			1, 894	2, 623	13, 412	177, 555	190, 411	62, 193	18, 121	12, 101	15
16	England	437, 466	59, 330	793, 061	472, 244	34, 873	2, 678, 498	2, 818, 487	1, 161, 643	196, 438	21, 124	16
17	Scotland	40, 624	5, 207	171, 532	135, 516	658	312, 531	312, 926	9, 792	1, 213	942	17
18	Ireland											18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island						800	1, 148			18	20
21	Quebec, Ontario, Manitoba, and Northwest Ter			400	292	27, 166	6, 662	8, 374	10, 984	1, 457	2	21
22	British Columbia					1, 804	75	79			23	22
23	British West Indies			150	243	728						23
24	British Guiana											24
25	British East Indies											25
26	Hong-Kong											26
27	British Possessions in Africa and adjacent islands	909, 139	71, 672									27
28	British Possessions in Australasia	209, 872	33, 689									28
29	Greece											29
30	Hawaiian Islands											30

31	Hayti											31
32	Italy					157						32
33	Japan											33
34	Mexico											34
35	Netherlands					50						35
36	Dutch West Indies	1,497	241									36
37	Dutch East Indies											37
38	Portugal											38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo											40
41	Spain											41
42	Cuba					450			700	150		42
43	Porto Rico											43
44	Sweden and Norway											44
45	Turkey in Asia											45
46	United States of Colombia											46
47	Uruguay											47
48	Venezuela	6,648	485			100						48
49	All other countries in Africa											49
	Total	1,605,246	170,624	967,079	610,962	97,918	3,290,826	3,444,682	1,262,434	222,645	34,808	
	Shipped to—											
1	Argentine Republic											1
2	Austria											2
3	Belgium	8,145	726			100						3
4	Brazil											4
5	Central American States: Costa Rica					530	875	940			573	5
6	Guatemala					91	150	188				6
7	Honduras											7
8	Nicaragua			30	71	1,121	400	450			217	8
9	Chili											9
10	Denmark											10
11	Danish West Indies											11
12	France					150	85	111	10,984	1,457		12
16	Germany					941						16
17	England			400	292	4,110	1,586	1,839	3,250	1,735	32	17
18	Scotland					35	400	300				18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			7,140	2,670	3,629	12,281	15,175	12,186	1,271	309	21
22	Quebec, Ontario, Manitoba, and Northwest Ter	1,597,101	169,898	956,503	605,587	26,995	3,200,781	3,349,648	1,074,507	190,129	29,969	22
23	British Columbia					19,777	5,098	6,476			23	23
25	British West Indies			275	463	11,172	7,199	7,320	9,500	1,850	800	25
32	Hawaiian Islands								7,730	1,115		32
33	Hayti					813	470	566				33
34	Italy					547						34
37	Mexico			2,731	1,879	27,688	61,297	61,522	144,277	25,088	2,885	37
46	Cuba					200	204	147				46
51	United States of Colombia					19						51
	Total	1,605,246	170,624	967,079	610,962	97,918	3,290,826	3,444,682	1,262,434	222,645	34,808	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	DUTIABLE.										
		WOOL, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.						ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF.			All other dutiable articles.	
		Manufactures of.										
		Rags, shoddy, mungo, waste, and flocks.		Shawls.	Yarns.		All other.	In blocks or pigs, and old.		Manufactures of.		
	Received from—	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic											1
2	Austria											2
3	Belgium	10,440	1,234				1,346	27,998	1,087	10,996	2,562	3
4	Brazil										1,494	4
5	Central American States: Costa Rica											5
6	Guatemala											6
7	Honduras											7
8	Nicaragua											8
9	Chili											9
10	China										3,080	10
11	Denmark											11
12	France			11,385	214	155	31,419			48	18,233	12
13	Miquelon, Langley, and St. Pierre Islands											13
14	French Possessions, all other											14
15	Germany	1,165	250	6,649	4,179	2,794	49,574			58	25,150	15
16	England			18,271	8,775	7,634	622,859			1,011	118,180	16
17	Scotland			1,182	463	463	94,983				8,263	17
18	Ireland										235	18
19	Gibraltar											19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island										10,948	20
21	Quebec, Ontario, Manitoba, and the Northwest Ter.			2			111,336			170	62,643	21
22	British Columbia			20			799				905	22
23	British West Indies						163				976	23
24	British Guiana											24
25	British East Indies											25
26	Hong-Kong						440				25,157	26
27	British Possessions in Africa and adjacent islands											27
28	British Possessions in Australasia											28
29	Greece											29
30	Hawaiian Islands						100					30

31	Hayti										2,795	31
32	Italy										70	32
33	Japan											33
34	Mexico										34,173	34
35	Netherlands										1,782	35
36	Dutch West Indies											36
37	Dutch East Indies											37
38	Portugal										19,820	38
39	Azore, Madeira, and Cape Verde Islands											39
40	San Domingo										8,587	40
41	Spain										6,458	41
42	Cuba							2,727	48		54,293	42
44	Sweden and Norway										124	44
48	Venezuela										319	48
	Total	11,605	1,484	37,509	13,631	11,046	913,019	30,725	1,135	12,283	406,247	
	Shipped to—											
1	Argentine Republic						50					1
3	Belgium										19,232	3
4	Brazil										489	4
5	Central American States: Costa Rica						4,789				4,207	5
6	Guatemala				103	187	1,401			58	1,483	6
8	Nicaragua				50	20	904				1,051	8
12	France										520	12
13	French West Indies										846	13
15	French Possessions, all other						1,018				1,260	15
16	Germany										63,242	16
17	England						13,426	2,727	48		21,491	17
18	Scotland				100	49	740				609	18
21	Nova Scotia, New Brunswick, and Pr. Ed. Island			55	245	317	4,856			1,168	54,880	21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	11,605	1,484	4,003	11,436	9,396	678,709	27,998	1,087	10,420	167,226	22
23	British Columbia			20			98,850			170	1,891	23
25	British West Indies			200			10,018				4,566	25
26	British Guiana										2,135	26
29	Hong-Kong						300				50	29
31	British Possessions in Australasia										10	31
32	Hawaiian Islands						72,126				670	32
33	Hayti						2,006			45	990	33
34	Italy										1,204	34
37	Mexico			33,231	1,697	1,077	22,788			422	19,832	37
38	Netherlands										16,137	38
39	Dutch West Indies						238					39
44	San Domingo						600					44
45	Spain										568	45
46	Cuba										14,431	46
47	Porto Rico										35	47
51	United States of Colombia						200				7,188	51
	Total	11,605	1,484	37,509	13,631	11,046	913,019	30,725	1,135	12,283	406,247	

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	RECAPITULATION.									
		TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		Vessels, nationality and motive power unknown.	TOTAL VALUE OF IN-TRANSIT AND TRANSSHIPMENT TRADE.	
					Steam.	Sail.	Steam.	Sail.			
	Received from—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Argentine Republic	66,262	512	.....	.....	.....	65,978	796	.....	66,774	1
2	Austria	14,361	635	.....	.....	.....	14,996	.....	.....	14,996	2
3	Belgium	248,452	4,440	.....	1,204	218	250,799	671	.....	252,892	3
4	Brazil	22,792	22,582	.....	26,994	.....	9,422	8,958	.....	45,374	4
5	Central American States: Costa Rica	260	2,186	.....	.....	.....	2,446	.....	.....	2,446	5
6	Guatemala	1,236	63,096	.....	375	.....	63,957	.....	.....	64,332	6
7	Honduras	100	.....	.....	.....	.....	100	.....	.....	100	7
8	Nicaragua	.....	6,796	.....	.....	.....	6,796	.....	.....	6,796	8
9	Chili	140	.....	.....	90	.....	50	.....	.....	140	9
10	China	26,767	455,303	.....	.....	.....	481,581	489	.....	482,070	10
11	Denmark	21,704	.....	.....	.....	.....	21,704	.....	.....	21,704	11
12	France	1,118,190	10,626	.....	1,247	.....	1,114,157	13 412	.....	1,128,816	12
13	Miquelon, Langley, and St. Pierre Islands	1,526	.....	.....	.....	.....	.....	1,526	.....	1,526	13
14	French Possessions, all other	980	.....	.....	.....	980	.....	.....	.....	980	14
15	Germany	1,668,285	2,667	.....	4,283	591	1,636,867	29,211	.....	1,670,952	15
16	England	15,607,901	203,511	.....	330,885	105	15,449,973	30,449	.....	15,811,412	16
17	Scotland	2,049,791	14,661	.....	.....	.....	2,064,452	.....	.....	2,064,452	17
18	Ireland	100,980	356	.....	.....	.....	101,336	.....	.....	101,336	18
19	Gibraltar	80	.....	.....	.....	.....	80	.....	.....	80	19
20	Nova Scotia, New Brunswick, and Pr. Ed. Island	1,410,379	274,351	12,071	901,426	32,260	629,442	109,531	.....	1,684,730	20
21	Quebec, Ontario, Manitoba, and Northwest Ter.	9,417,396	188,779	9,364,970	128,489	1,540	111,176	.....	.....	9,606,175	21
22	British Columbia	191,610	22,206	.....	206,563	7,253	.....	.....	.....	213,816	22
23	British West Indies	266,202	105,218	.....	103,731	14,751	241,002	11,936	.....	371,420	23
24	British Guiana	4,623	.....	.....	.....	.....	1,533	3,090	.....	4,623	24
25	British East Indies	24,693	1,275	.....	.....	5,423	8,310	12,235	.....	25,968	25
26	Hong-Kong	468,902	20,564	.....	279,849	.....	209,083	534	.....	489,466	26
27	British Possessions in Africa and adjacent isl'ds	286,224	.....	.....	.....	50,240	.....	235,984	.....	286,224	27
28	British Possessions in Australasia	95,468	2,425	.....	200	22,635	2,425	72,633	.....	97,893	28
29	Greece	6,916	.....	.....	.....	.....	6,916	.....	.....	6,916	29
30	Hawaiian Islands	8,497	.....	.....	6,807	.....	1,690	.....	.....	8,497	30

31	Hayti	17,050	23,314	.....	9,794	.....	30,570	.....	.....	40,364	31
32	Italy	107,637	6,731	.....	.....	.....	71,917	42,451	.....	114,368	32
33	Japan	6,511	385,428	.....	12,315	.....	379,624	.....	.....	391,939	33
34	Mexico	69,223	42,412	.....	94,234	8,254	8,815	332	.....	111,635	34
35	Netherlands	77,607	401	.....	.....	.....	78,008	.....	.....	78,008	35
36	Dutch West Indies	5,317	5,770	.....	5,850	.....	4,804	433	.....	11,087	36
37	Dutch East Indies	86,087	.....	.....	.....	.....	.....	86,087	.....	86,087	37
38	Portugal	20,079	7,212	.....	.....	.....	1,419	25,872	.....	27,291	38
39	Azore, Madeira, and Cape Verde Islands	138	.....	.....	.....	138	.....	.....	.....	138	39
40	San Domingo	67,540	16,375	.....	19,639	376	47,860	16,040	.....	83,915	40
41	Spain	32,437	17	.....	.....	.....	17,077	15,377	.....	32,454	41
42	Cuba	6,743,938	36,915	.....	6,651,990	22,599	96,872	9,392	.....	6,780,853	42
43	Porto Rico	30,823	20,496	.....	8,000	5,321	37,967	31	.....	51,319	43
44	Sweden and Norway	3,099	.....	.....	.....	.....	3,099	.....	.....	3,099	44
45	Turkey in Asia	8,779	.....	.....	.....	.....	.....	8,779	.....	8,779	45
46	United States of Colombia	159,644	118,134	.....	120,644	1,102	156,032	.....	.....	277,778	46
47	Uruguay	62,264	.....	.....	.....	.....	41,336	20,928	.....	62,264	47
48	Venezuela	49,769	20,141	.....	14,238	.....	55,672	.....	.....	69,910	48
49	All other countries in Africa	1,927	.....	.....	.....	1,927	.....	.....	.....	1,927	49
	Total	40,680,586	2,085,535	9,377,041	8,928,847	175,713	23,527,343	757,177	.....	42,766,121	
	Shipped to—										
1	Argentine Republic	158,492	143	.....	.....	26,907	2,405	56,623	72,700	158,635	1
2	Austria	1,136	10,740	.....	.....	.....	11,876	.....	.....	11,876	2
3	Belgium	164,054	6,974	.....	.....	253	168,289	.....	2,486	171,028	3
4	Brazil	45,420	.....	.....	35,169	.....	6,922	.....	3,329	45,420	4
5	Central American States: Costa Rica	139,758	698	.....	.....	.....	140,206	250	.....	140,456	5
6	Guatemala	66,756	359	.....	1,881	450	63,767	550	467	67,115	6
7	Honduras	5,287	.....	.....	.....	1,379	3,608	300	.....	5,287	7
8	Nicaragua	40,535	89	.....	.....	.....	40,624	.....	.....	40,624	8
9	Chili	48	1,255	.....	1,000	.....	255	.....	48	1,303	9
10	Denmark	580	623	.....	.....	.....	1,203	.....	.....	1,203	10
11	Danish West Indies	2,840	.....	.....	2,840	.....	.....	.....	.....	2,840	11
12	France	111,656	248,781	.....	.....	.....	334,934	.....	25,503	360,437	12
13	French West Indies	1,340	.....	.....	.....	215	631	200	294	1,340	13
14	Miquelon, Langley, and St. Pierre Islands	806	1,815	.....	.....	.....	.....	2,621	.....	2,621	14
15	French Possessions, all other	61,074	45	.....	.....	61,119	.....	.....	.....	61,119	15
16	Germany	4,192,818	161,174	.....	.....	.....	4,319,517	35	34,440	4,353,992	16
17	England	9,111,094	344,743	.....	27,259	.....	4,464,802	29,984	4,933,792	9,455,837	17
18	Scotland	579,877	10,675	.....	.....	.....	10,137	.....	580,415	590,552	18
19	Ireland	5,830	.....	.....	.....	.....	.....	.....	5,830	5,830	19
20	Gibraltar	4,362	.....	.....	.....	.....	2,986	.....	1,376	4,362	20
21	Nova Scotia, New Brunswick, and Pr. Ed. Island	1,570,788	50,960	302,653	19,371	.....	65,303	61,119	1,173,302	1,621,748	21
22	Quebec, Ontario, Manitoba, and Northwest Ter.	18,876,625	1,053,671	19,870,972	49,033	.....	511	.....	9,780	19,930,296	22
23	British Columbia	606,888	28,953	4,740	623,921	6,603	.....	.....	577	635,841	23
24	Newfoundland and Labrador	70	.....	.....	.....	.....	70	.....	.....	70	24
25	British West Indies	624,471	3,216	.....	96,205	3,429	501,655	4,056	22,342	627,687	25
26	British Guiana	19,688	475	.....	.....	539	13,842	955	4,827	20,163	26
27	British Honduras	1,967	.....	.....	.....	.....	1,738	157	72	1,967	27
28	British East Indies	2,001	.....	.....	.....	1,205	.....	196	600	2,001	28
29	Hong-Kong	18,853	531	.....	14,074	.....	5,310	.....	.....	19,384	29

No. 18.—IN-TRANSIT *and* TRANSSHIPMENT TRADE *during the* Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION.	RECAPITULATION.									
		TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		Vessels, nationality and motive power unknown.	TOTAL VALUE OF IN-TRANSIT AND TRANSSHIPMENT TRADE.	
					Steam.	Sail.	Steam.	Sail.			
	Shipped to—Continued.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
30	British Possessions in Africa and adjacent isl'ds ..	3,132	.....	.....	.....	455	.....	.....	2,677	3,132	30
31	British Possessions in Australasia	157,736	7,780	.....	34,316	5,542	34,142	9,552	81,964	165,516	31
32	Hawaiian Islands	297,072	2,737	.....	84,076	63,005	152,728	.....	.....	299,809	32
33	Hayti	590,502	540	.....	22,349	.....	567,523	1,112	58	591,042	33
34	Italy	12,438	122,539	.....	.....	.....	134,734	243	.....	134,977	34
35	Japan	3,255	.....	.....	712	.....	2,358	.....	185	3,255	35
36	Liberia	251	.....	.....	.....	251	.....	.....	.....	251	36
37	Mexico	1,991,004	11,472	1,629,496	317,270	12,850	41,548	419	893	2,002,476	37
38	Netherlands	122,081	735	.....	.....	.....	122,515	.....	301	122,816	38
39	Dutch West Indies	43,014	.....	.....	19,536	203	21,890	1,385	.....	43,014	39
40	Dutch Guiana	2,529	.....	.....	.....	2,529	.....	.....	.....	2,529	40
41	Dutch East Indies	49	.....	.....	.....	.....	.....	49	.....	49	41
42	Azore, Madeira, and Cape Verde Islands	414	200	.....	.....	.....	.....	614	.....	614	42
43	Portuguese Possessions in Africa and adj. isl'ds ..	259	.....	.....	.....	.....	.....	259	.....	259	43
44	San Domingo	28,970	.....	.....	10,738	3,000	14,955	277	.....	28,970	44
45	Spain	2,624	.....	.....	.....	.....	125	568	1,931	2,624	45
46	Cuba	604,772	3,349	.....	528,230	52,106	5,740	14,436	7,609	608,121	46
47	Porto Rico	10,467	.....	.....	2,074	2,351	6,042	.....	.....	10,467	47
48	Spanish Possessions in Africa and adjacent isl'ds ..	10,573	.....	.....	.....	219	.....	.....	10,354	10,572	48
49	Sweden and Norway	4,724	585	.....	.....	.....	4,809	.....	500	5,309	49
50	Turkey in Asia	96	.....	.....	.....	.....	.....	.....	96	96	50
51	United States of Colombia	296,693	9,664	.....	290,735	2,362	11,695	377	1,188	306,357	51
52	Uruguay	11,078	.....	.....	.....	3,494	1,800	5,784	.....	11,078	52
53	Venezuela	67,933	14	.....	52,712	.....	13,185	2,050	.....	67,947	53
54	All other islands and ports	3,806	.....	.....	.....	3,806	.....	.....	.....	3,806	54
	Total	40,680,586	2,085,535	21,807,861	2,233,501	254,272	11,296,380	194,171	6,979,936	42,766,121	

No. 19.

STATEMENT

SHOWING THE

IN-TRANSIT AND TRANSSHIPMENT TRADE.

SUMMARY OF TOTAL VALUES OF MERCHANDISE RECEIVED FROM FOREIGN COUNTRIES FOR IMMEDIATE TRANSIT ACROSS THE UNITED STATES, OR FOR IMMEDIATE TRANSSHIPMENT FROM PORTS OF THE UNITED STATES TO OTHER FOREIGN COUNTRIES,

BY

CUSTOMS DISTRICTS, AND BY COUNTRIES FROM WHICH RECEIVED AND COUNTRIES OF DESTINATION,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 19.—IN-TRANSIT *and* **TRANSSHIPMENT TRADE**—*Total values from which* **RECEIVED** *and to which* **SHIPPED**

	CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.			
		Argentine Republic.	Austria.	Belgium.	Brazil.
	Received into the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				
3	Bangor, Me				
4	Boston and Charlestown, Mass	53		150,216	
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y				
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex		935		
13	Huron, Mich				
14	Machias, Me				
15	Minnesota, Minn				
16	Mobile, Ala	500			
17	New Orleans, La			33,732	
18	New York, N. Y	65,978	14,061	68,503	45,374
19	Niagara, N. Y				
20	Oswegatchie, N. Y				
21	Passamaquoddy, Me				
22	Pensacola, Fla	243			
23	Philadelphia, Pa			24	
24	Portland and Falmouth, Me				
25	Puget Sound, Wash				
26	San Francisco, Cal			417	
27	Vermont, Vt				
28	Willamette, Oreg				
	Total	66,774	14,996	252,892	45,374

	CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.			
		Argentine Republic.	Austria.	Belgium.	Brazil.
	Shipped from the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				
3	Bangor, Me				
4	Boston and Charlestown, Mass				
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y	11,879			
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex				
13	Huron, Mich				
14	Machias, Me				
15	Minnesota Minn				
16	Mobile, Ala				
17	New Orleans, La				
18	New York, N. Y	22,875	11,876	168,542	42,091
19	Niagara, N. Y			543	442
20	Oswegatchie, N. Y	2,275		1,325	
21	Passamaquoddy, Me				
22	Pensacola, Fla				
23	Philadelphia, Pa				
24	Portland and Falmouth, Me	63,060			
25	Puget Sound, Wash				
26	San Francisco, Cal				
27	Vermont, Vt	58,546		618	2,887
28	Willamette, Oreg				
	Total	158,635	11,876	171,028	45,420

of **MERCHANDISE** *by* **CUSTOMS DISTRICTS,** *and by* **COUNTRIES** *during the* **Year** *ending June* 30, **1887.**

COUNTRIES FROM WHICH RECEIVED.

Central American States.				Chili.	China.	Denmark.	France.	
Costa Rica.	Guatemala.	Honduras.	Nicaragua.					
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	12,413	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	110,497	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	276,828	17
2,446	63,957	100	6,796	50	482,070	21,704	727,831	18
.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	375	.....	.....	90	.....	.....	1,247	26
.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	28
2,446	64,332	100	6,796	140	482,070	21,704	1,128,816	

COUNTRIES TO WHICH SHIPPED.

Central American States.				Chili.	Denmark.	Danish West Indies.	France.	
Costa Rica.	Guatemala.	Honduras.	Nicaragua.					
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	451	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
140,456	64,767	5,287	40,624	1,255	1,203	2,840	334,934	18
.....	.....	.....	.....	.....	.....	.....	3,511	19
.....	.....	.....	.....	48	.....	.....	21,541	20
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	1,881	.....	.....	.....	.....	.....	.....	26
.....	467	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	28
140,456	67,115	5,287	40,624	1,303	1,203	2,840	360,437	

No. 19.—IN-TRANSIT *and* TRANSSHIPMENT

	CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.			
		Miquelon, Langley, and St. Pierre Islands.	French Possessions, all other.	Germany.	England.
	Received into the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				
3	Bangor, Me				
4	Boston and Charlestown, Mass			941	1,144,267
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y				
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex			129,741	348,324
13	Huron, Mich				
14	Machias, Me				
15	Minnesota, Minn				
16	Mobile, Ala				
17	New Orleans, La			101,806	463,726
18	New York, N. Y	1,526		1,420,390	8,057,769
19	Niagara, N. Y				
20	Oswegatchie, N. Y				
21	Passamaquoddy, Me				
22	Pensacola, Fla				
23	Philadelphia, Pa			13,581	
24	Portland and Falmouth, Me				5,466,441
25	Puget Sound, Wash				
26	San Francisco, Cal		980	4,493	330,885
27	Vermont, Vt				
28	Willamette, Oregon				
	Total	1,526	980	1,670,952	15,811,412

	CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.			
		French West Indies.	Miquelon, Langley, and St. Pierre Islands.	French Possessions, all other.	Germany.
	Shipped from the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				37,080
3	Bangor, Me				
4	Boston and Charlestown, Mass		2,621		
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y				966
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex				
13	Huron, Mich				
14	Machias, Me				
15	Minnesota, Minn				
16	Mobile, Ala				
17	New Orleans, La				
18	New York, N. Y	846			4,282,472
19	Niagara, N. Y				31,341
20	Oswegatchie, N. Y	294			1,401
21	Passamaquoddy, Me				
22	Pensacola, Fla				
23	Philadelphia, Pa				
24	Portland and Falmouth, Me	200			
25	Puget Sound, Wash				600
26	San Francisco, Cal			61,119	
27	Vermont, Vt				132
28	Willamette, Oregon				
	Total	1,340	2,621	61,119	4,353,992

TRADE, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH RECEIVED.

Scotland.	Ireland.	Gibraltar.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba, and the Northwest Territory.	British Columbia.	British West Indies.	British Guiana.	British East Indies.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	43,165	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	12,071	.....	.....	.....	.....	.....	3
717,729	.....	.....	58,043	41,291	.....	816	.....	50	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	124,291	.....	.....	.....	.....	6
.....	.....	.....	.....	1,958	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	59,361	.....	.....	.....	.....	10
.....	.....	.....	.....	90,364	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	357,113	.....	.....	.....	.....	13
.....	.....	.....	21,069	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	1,663	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	16
27,296	13,900	.....	.....	.....	.....	.....	.....	.....	17
1,258,768	87,436	80	763,071	960	.....	370,601	4,623	19,962	18
.....	.....	.....	.....	2,114,141	.....	.....	.....	.....	19
.....	.....	.....	.....	160,426	.....	.....	.....	.....	20
.....	.....	.....	827,609	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	3	.....	.....	23
60,659	.....	.....	2,867	1,887,556	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	61,940	.....	.....	.....	25
.....	.....	.....	.....	943	108,711	.....	.....	5,956	26
.....	.....	.....	.....	4,766,108	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	28
2,064,452	101,336	80	1,684,730	9,606,175	213,816	371,420	4,623	25,968	

COUNTRIES TO WHICH SHIPPED.

England.	Scotland.	Ireland.	Gibraltar.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba, and the Northwest Territory.	British Columbia.	Newfoundland and Labrador.	British West Indies.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	43,165	.....	.....	1
.....	.....	.....	.....	.....	2,928	.....	.....	.....	2
.....	.....	.....	.....	.....	12,071	.....	.....	.....	3
66,194	2,814	.....	.....	136,511	2,248,619	.....	.....	14,166	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
110,630	.....	.....	.....	.....	275	.....	.....	106	6
1,507	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	33,546	20,415	.....	.....	10
.....	.....	.....	.....	.....	.....	90,364	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	15,434	341,679	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	1,728	14
.....	.....	.....	.....	.....	1,480	183	.....	.....	15
500	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
2,581,227	7,323	.....	2,986	107,832	11,115,336	11,295	70	589,297	18
1,037,829	219,691	5,830	1,376	711,816	.....	147	.....	10,196	19
114,252	2,368	.....	.....	2,855	.....	.....	.....	8,870	20
.....	.....	.....	.....	.....	827,609	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	22
15,622	.....	.....	.....	86	.....	.....	.....	.....	23
1,815,278	.....	.....	.....	6,098	5,522,752	.....	.....	154	24
196	50	.....	.....	.....	60,944	.....	.....	.....	25
43,224	.....	.....	.....	.....	13,495	128,593	.....	.....	26
3,669,378	358,306	.....	.....	656,550	.....	.....	.....	3,170	27
.....	.....	.....	.....	.....	75,807	.....	.....	.....	28
9,455,837	590,552	5,830	4,362	1,621,748	19,930,296	635,841	70	627,687	

No. 19.—IN-TRANSIT *and* TRANSSHIPMENT

	CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.			
		Hong-Kong.	British Possessions in Africa and adjacent islands.	British Possessions in Australasia.	Greece.
	Received into the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				
3	Bangor, Me				
4	Boston and Charlestown, Mass		276,842	95,268	
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y				
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex				
13	Huron, Mich				
14	Machias, Me				
15	Minnesota, Minn				
16	Mobile, Ala				
17	New Orleans, La				
18	New York, N. Y	47,283	9,382	2,425	6,916
19	Niagara, N. Y				
20	Oswegatchie, N. Y				
21	Passamaquoddy, Me				
22	Pensacola, Fla				
23	Philadelphia, Pa				
24	Portland and Falmouth, Me				
25	Puget Sound, Wash				
26	San Francisco, Cal	442,183		200	
27	Vermont, Vt				
28	Willamette, Oregon				
	Total	489,466	286,224	97,893	6,916

	CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.			
		British Guiana.	British Honduras.	British East Indies.	Hong-Kong.
	Shipped from the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				
3	Bangor, Me				
4	Boston and Charlestown, Mass				
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y				
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex				
13	Huron, Mich				
14	Machias, Me				
15	Minnesota, Minn				
16	Mobile, Ala				
17	New Orleans, La				
18	New York, N. Y	15,336	1,895	1,401	400
19	Niagara, N. Y			600	
20	Oswegatchie, N. Y	357	72		
21	Passamaquoddy, Me				
22	Pensacola, Fla				
23	Philadelphia, Pa				
24	Portland and Falmouth, Me				
25	Puget Sound, Wash	150			
26	San Francisco, Cal				18,984
27	Vermont, Vt	4,320			
28	Willamette, Oregon				
	Total	20,163	1,967	2,001	19,384

TRADE, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH RECEIVED.

Hawaiian Islands.	Hayti.	Italy.	Japan.	Mexico.	Netherlands.	Dutch West Indies.	Dutch East Indies.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	1,616	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	1,104	1,452	.....	.....	.....	192	.....	4
.....	.....	.....	.....	332	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	1,622	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	11,650	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	5,666	.....	.....	.....	17
6,807	39,260	112,916	303,264	91,896	76,392	10,895	86,087	18
.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	25
1,690	.....	.....	12,868	469	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	75,807	.....	.....	.....	.....	28
8,497	40,364	114,368	391,939	111,635	78,008	11,087	86,087	

COUNTRIES TO WHICH SHIPPED.

British Possessions in Africa and adjacent islands.	British Possessions in Australasia.	Hawaiian Islands.	Hayti.	Italy.	Japan.	Liberia.	Mexico.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	7,895	250	2,380	.....	.....	.....	871	4
.....	.....	.....	.....	.....	.....	.....	12,745	5
.....	435	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	1,622	9
.....	.....	.....	.....	.....	.....	.....	5,400	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	601,147	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	926,197	17
455	7,404	.....	588,604	134,734	1,061	251	430,530	18
2,677	71,942	.....	58	.....	185	.....	.....	19
.....	1,106	.....	.....	.....	.....	.....	667	20
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	243	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	68,253	299,559	.....	.....	2,009	.....	23,071	26
.....	8,481	.....	.....	.....	.....	.....	226	27
.....	.....	.....	.....	.....	.....	.....	.....	28
3,132	165,516	299,809	591,042	134,977	3,255	251	2,002,476	

No. 19.—IN-TRANSIT *and* TRANSSHIPMENT

	CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.			
		Portugal.	Azore, Madeira, and Cape Verde Islands.	San Domingo.	Spain.
	Received into the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				
3	Bangor, Me				
4	Boston and Charlestown, Mass		138		
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y				
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex				
13	Huron, Mich				
14	Machias, Me				
15	Minnesota, Minn				
16	Mobile, Ala				
17	New Orleans, La				790
18	New York, N. Y	27,032		83,915	31,664
19	Niagara, N. Y				
20	Oswegatchie, N. Y				
21	Passamaquoddy, Me				
22	Pensacola, Fla	259			
23	Philadelphia, Pa				
24	Portland and Falmouth, Me				
25	Puget Sound, Wash				
26	San Francisco, Cal				
27	Vermont, Vt				
28	Willamette, Oregon				
	Total	27,291	138	83,915	32,454

	CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.			
		Netherlands.	Dutch West Indies.	Dutch Guiana.	Dutch East Indies.
	Shipped from the customs districts of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska				
2	Baltimore, Md				
3	Bangor, Me				
4	Boston and Charlestown, Mass			2,529	
5	Brazos de Santiago, Tex				
6	Buffalo Creek, N. Y				
7	Cape Vincent, N. Y				
8	Charleston, S. C				
9	Corpus Christi, Tex				
10	Detroit, Mich				
11	Duluth, Minn				
12	Galveston, Tex				
13	Huron, Mich				
14	Machias, Me				
15	Minnesota, Minn				
16	Mobile, Ala				
17	New Orleans, La				
18	New York, N. Y	122,515	43,014		49
19	Niagara, N. Y				
20	Oswegatchie, N. Y	301			
21	Passamaquoddy, Me				
22	Pensacola, Fla				
23	Philadelphia, Pa				
24	Portland and Falmouth, Me				
25	Puget Sound, Wash				
26	San Francisco, Cal				
27	Vermont, Vt				
28	Willamette, Oregon				
	Total	122,816	43,014	2,529	49

TRADE, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH RECEIVED.

Cuba.	Porto Rico.	Sweden and Norway.	Turkey in Asia.	United States of Colombia.	Uruguay.	Venezuela.	All other countries and ports in Africa.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
38,392	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
178	5,372	.....	.....	.....	.....	.....	1,927	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
568	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
2,453	.....	.....	.....	.....	.....	.....	.....	17
6,734,847	45,947	3,099	8,779	277,778	62,264	69,910	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	22
2,100	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	25
2,315	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	28
6,780,853	51,319	3,099	8,779	277,778	62,264	69,910	1,927	

COUNTRIES TO WHICH SHIPPED.

Azore, Madeira, and Cape Verde Islands.	Portuguese Possessions in Africa and adjacent islands.	San Domingo.	Spain.	Cuba.	Porto Rico.	Spanish Possessions in Africa and adjacent islands.	Sweden and Norway.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
614	.....	.....	.....	8,390	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	568	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	19,341	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	28,970	125	569,314	10,362	219	4,809	18
.....	.....	.....	1,931	3,576	.....	10,354	.....	19
.....	.....	.....	.....	1,006	.....	.....	500	20
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	259	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	3,467	105	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	3,027	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	28
614	259	28,970	2,624	608,121	10,467	10,573	5,309	

No. 19.—IN-TRANSIT *and* TRANSSHIPMENT

	CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.				
	Received into the customs district of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska					
2	Baltimore, Md					
3	Bangor, Me					
4	Boston and Charlestown, Mass					
5	Brazos de Santiago, Tex					
6	Buffalo Creek, N. Y					
7	Cape Vincent, N. Y					
8	Charleston, S. C					
9	Corpus Christi, Tex					
10	Detroit, Mich					
11	Duluth, Minn					
12	Galveston, Tex					
13	Huron, Mich					
14	Machias, Me					
15	Minnesota, Minn					
16	Mobile, Ala					
17	New Orleans, La					
18	New York, N. Y					
19	Niagara, N. Y					
20	Oswegatchie, N. Y					
21	Passamaquoddy, Me					
22	Pensacola, Fla					
23	Philadelphia, Pa					
24	Portland and Falmouth, Me					
25	Puget Sound, Wash					
26	San Francisco, Cal					
27	Vermont, Vt					
28	Willamette, Oregon					
	Total					

	CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.				
		Turkey in Asia.	United States of Colombia.	Uruguay.	Venezuela.	All other islands and ports.
	Shipped from the customs district of—	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska					
2	Baltimore, Md					
3	Bangor, Me					
4	Boston and Charlestown, Mass			2,025		
5	Brazos de Santiago, Tex					
6	Buffalo Creek, N. Y					
7	Cape Vincent, N. Y					
8	Charleston, S. C					
9	Corpus Christi, Tex					
10	Detroit, Mich					
11	Duluth, Minn					
12	Galveston, Tex					
13	Huron, Mich					
14	Machias, Me					
15	Minnesota, Minn					
16	Mobile, Ala					
17	New Orleans, La					
18	New York, N. Y		55,341	2,644	67,947	
19	Niagara, N. Y	96				
20	Oswegatchie, N. Y		1,188			
21	Passamaquoddy, Me					
22	Pensacola, Fla					
23	Philadelphia, Pa					
24	Portland and Falmouth, Me			6,409		
25	Puget Sound, Wash					
26	San Francisco, Cal		249,828			3,806
27	Vermont, Vt					
28	Willamette, Oregon					
	Total	96	306,357	11,078	67,947	3,806

TRADE, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

RECAPITULATION.

Brought in cars and other land vehicles.	BROUGHT IN AMERICAN VESSELS.		BROUGHT IN FOREIGN VESSELS.		TOTAL VALUE OF MERCHANDISE RECEIVED.	
	Steam.	Sail.	Steam.	Sail.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	35,912	7,253	.....	.....	43,165	1
.....	.....	.....	40,008	.....	40,008	2
12,071	.....	.....	.....	.....	12,071	3
41,291	41,819	80,261	2,029,652	302,856	2,495,879	4
.....	.....	.....	.....	12,745	12,745	5
124,291	.....	.....	.....	.....	124,291	6
.....	.....	1,540	418	.....	1,958	7
.....	.....	.....	.....	568	568	8
.....	.....	1,622	.....	.....	1,622	9
59,361	.....	.....	.....	.....	59,361	10
.....	.....	.....	90,364	.....	90,364	11
.....	11,650	.....	578,499	10,998	601,147	12
357,113	.....	.....	.....	.....	357,113	13
.....	.....	21,069	.....	.....	21,069	14
1,663	.....	.....	.....	.....	1,663	15
.....	.....	.....	.....	500	500	16
.....	3,381	.....	920,919	1,897	926,197	17
960	7,077,308	60,121	14,079,605	404,820	21,622,814	18
2,114,141	.....	.....	.....	.....	2,114,141	19
11,543	128,489	.....	20,394	.....	160,426	20
.....	827,609	.....	.....	.....	827,609	21
.....	.....	.....	.....	502	502	22
.....	.....	.....	.....	15,708	15,708	23
1,887,556	.....	2,867	5,527,100	.....	7,417,523	24
.....	61,940	.....	.....	.....	61,940	25
943	740,739	980	164,577	6,583	913,822	26
4,766,108	.....	.....	.....	.....	4,766,108	27
.....	.....	.....	75,807	.....	75,807	28
9,377,041	8,928,847	175,713	23,527,343	757,177	42,766,121	

RECAPITULATION.

Carried in cars and other land vehicles.	CARRIED IN AMERICAN VESSELS.		CARRIED IN FOREIGN VESSELS.		Carried in vessels, nationality and motive power unknown.	TOTAL VALUE OF MERCHANDISE SHIPPED.	
	Steam.	Sail.	Steam.	Sail.			
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	36,562	6,603	.....	.....	.....	43,165	1
2,928	.....	.....	37,080	.....	.....	40,008	2
12,071	.....	.....	.....	.....	.....	12,071	3
2,318,615	37,536	10,796	93,661	35,271	.....	2,495,879	4
.....	.....	12,745	.....	.....	.....	12,745	5
275	.....	.....	.....	.....	124,016	124,291	6
.....	.....	.....	.....	.....	1,958	1,958	7
.....	.....	.....	.....	568	.....	568	8
1,622	.....	.....	.....	.....	.....	1,622	9
43,686	15,675	.....	.....	.....	.....	59,361	10
.....	90,364	.....	.....	.....	.....	90,364	11
528,405	72,742	.....	.....	.....	.....	601,147	12
15,434	341,679	.....	.....	.....	.....	357,113	13
.....	.....	21,069	.....	.....	.....	21,069	14
1,480	183	.....	.....	.....	.....	1,663	15
.....	.....	.....	.....	500	.....	500	16
926,197	.....	.....	.....	.....	.....	926,197	17
11,312,658	1,022,090	58,320	9,154,670	69,420	5,656	21,622,814	18
.....	.....	.....	.....	.....	2,114,141	2,114,141	19
.....	.....	.....	.....	.....	160,426	160,426	20
827,609	.....	.....	.....	.....	.....	827,609	21
.....	.....	.....	.....	502	.....	502	22
62	13,519	.....	2,103	24	.....	15,708	23
5,522,752	4,032	17,059	1,815,278	58,402	.....	7,417,523	24
1,620	49,033	.....	511	.....	10,776	61,940	25
13,495	550,086	127,680	193,077	29,484	.....	913,822	26
203,145	.....	.....	.....	.....	4,562,963	4,766,108	27
75,807	.....	.....	.....	.....	.....	75,807	28
21,807,861	2,233,501	254,272	11,296,380	194,171	6,979,936	42,766,121	

No. 20.—*SUMMARY of the Total Values of* **IMPORTED MERCHANDISE** *entered at Exterior Ports and Transported* **WITHOUT APPRAISEMENT** *to Interior Ports during the* **Year** *ending June* 30, **1887.**

	EXTERIOR PORTS FROM WHICH TRANSPORTED.	INTERIOR PORTS TO WHICH TRANSPORTED.											
		Atlanta, Ga.	Baltimore, Md.	Bath, Me.	Boston and Charlestown, Mass.	Buffalo Creek, N. Y.	Charleston, S. C.	Chicago, Ill.	Cincinnati, Ohio.	Cuyahoga, Ohio.	Delaware, Del.	Denver, Colo.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md.							316,997	440,455	33,705	2,066		1
2	Boston and Charlestown, Mass.			70,958		208		55,623	6,114	1,906		784	2
3	Chicago, Ill												3
4	Detroit, Mich							25,870	1,507	5,412		230	4
5	Galveston, Tex												5
6	Huron, Mich							121,710	11,107				6
7	New Orleans, La								2,254			183	7
8	New York, N. Y	6,721	283,275		1,674,152	493,751	8,685	6,397,948	1,848,107	502,170	18,102	102,740	8
9	Philadelphia, Pa		15,166		52,229			1,403,678	184,246	1,482	16,897	89	9
10	Portland and Falmouth, Me					5,249		504,059	28,000	11,702			10
11	Puget Sound, Wash												11
12	San Francisco, Cal		4,218		52,876	2,221		1,751,773				34	12
13	Willamette, Oregon					2,375		168,031		7,915			13
14	Yorktown, Va	426						69,998	9,577				14
	Total	7,147	302,659	70,958	1,779,257	503,804	8,685	10,815,687	2,531,367	564,292	37,065	104,060	

	EXTERIOR PORTS FROM WHICH RECEIVED.	INTERIOR PORTS AT WHICH RECEIVED.											
		Atlanta, Ga.	Baltimore, Md.	Bath, Me.	Boston and Charlestown, Mass.	Buffalo Creek, N. Y.	Charleston, S. C.	Chicago, Ill.	Cincinnati, Ohio.	Cuyahoga, Ohio.	Delaware, Del.	Denver, Colo.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md							308,754	380,867	26,963	2,066		1
2	Boston and Charlestown, Mass.			68,771		208		55,573	3,732	1,856		773	2
3	Chicago, Ill												3
4	Detroit, Mich							22,032	3,479	5,140		230	4
5	Galveston, Tex												5
6	Huron, Mich							99,808	2,053				6
7	New Orleans, La								2,213			183	7
8	New York, N. Y	6,270	284,998		1,638,500	479,894	8,685	6,303,448	1,880,080	501,617	16,399	107,100	8
9	Philadelphia, Pa		14,921		52,229			1,399,363	179,965	1,478	27,521	89	9
10	Portland and Falmouth, Me					5,214		463,046	25,166	11,539			10
11	Puget Sound, Wash												11
12	San Francisco, Cal		4,276		49,880	2,221		1,874,442				34	12
13	Willamette, Oregon					2,375		140,025		9,699			13
14	Yorktown, Va	400						62,790	9,394				14
	Total	6,670	304,195	68,771	1,740,609	489,912	8,685	10,729,281	2,486,949	558,292	45,986	108,409	

No. 20.—*IMPORTED MERCHANDISE* TRANSPORTED WITHOUT APPRAISEMENT—Year *ending June* 30, 1887—Cont'd.

	EXTERIOR PORTS FROM WHICH TRANSPORTED.	INTERIOR PORTS TO WHICH TRANSPORTED.											
		Detroit, Mich.	Galveston, Tex.	Genesee, N. Y.	Georgetown, D. C.	Hartford, Conn.	Huron, Mich.	Fairfield, Conn.	Indianapolis, Ind.	Kansas City, Mo.	Louisville, Ky.	Memphis, Tenn.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md	4,281			10,838				106,121	59,446	241,643	2,717	1
2	Boston and Charlestown, Mass	19,659				2,607							2
3	Chicago, Ill												3
4	Detroit, Mich	450			416				50				4
5	Galveston, Tex												5
6	Huron, Mich	25,664							3,623		1,133		6
7	New Orleans, La		4,636							198,292	2,975	8,259	7
8	New York, N. Y	456,466	11,553	404,345	76,272	570,537	255	1,734	87,781	82,964	344,933	38,042	8
9	Philadelphia, Pa	25,974							12,547	32,817	3,136		9
10	Portland and Falmouth, Me	22,332							19,579		15,459		10
11	Puget Sound, Wash												11
12	San Francisco, Cal	1,535			1,826	2,929	269,310			1,704			15
13	Willamette, Oregon												13
14	Yorktown, Va								1,824	830	6,895		14
	Total	556,361	16,189	404,345	89,352	576,073	269,565	1,734	231,525	376,053	616,174	49,018	

	EXTERIOR PORTS FROM WHICH RECEIVED.	INTERIOR PORTS AT WHICH RECEIVED.											
		Detroit, Mich.	Galveston, Tex.	Genesee, N. Y.	Georgetown, D. C.	Hartford, Conn.	Huron, Mich.	Fairfield, Conn.	Indianapolis, Ind.	Kansas City, Mo.	Louisville, Ky.	Memphis, Tenn.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md	4,110			10,454				102,557	66,956	231,131	2,717	1
2	Boston and Charlestown, Mass	17,251				2,532							2
3	Chicago, Ill												3
4	Detroit, Mich	450			416				50				4
5	Galveston, Tex												5
6	Huron, Mich	23,982							3,248		1,104		6
7	New Orleans, La		5,704							188,854	2,681	8,199	7
8	New York, N. Y	541,426	11,040	396,952	74,451	570,085	255	1,721	84,178	82,280	352,808	36,979	8
9	Philadelphia, Pa	22,678							8,633	32,334	4,634		9
10	Portland and Falmouth, Me	20,052							19,924		15,174		10
11	Puget Sound, Wash												11
12	San Francisco, Cal	1,535			1,446	2,929	268,412			1,704			12
13	Willamette, Oregon												13
14	Yorktown, Va								1,825	830	6,285		14
	Total	631,484	16,744	396,952	86,767	575,546	268,667	1,721	220,415	372,958	613,817	47,895	

No. 20.—*SUMMARY of the Total Values of* **IMPORTED MERCHANDISE** *entered at Exterior Ports and Transported* **WITHOUT APPRAISEMENT** *to Interior Ports during the* **Year** *ending June 30,* **1887.**

	EXTERIOR PORTS FROM WHICH TRANSPORTED.	INTERIOR PORTS TO WHICH TRANSPORTED.										
		Miami, Ohio.	Milwaukee, Wis.	Minnesota, Minn.	New Haven, Conn.	New Orleans, La.	New York, N. Y.	Norfolk and Portsmouth, Va.	Philadelphia, Pa.	Pittsburgh, Va.	Portland and Falmouth, Me.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md	1,422	61,342	8,274					5,742	525,270		1
2	Boston and Charlestown, Mass		325	2,845			94,338		9,359		14,839	2
3	Chicago, Ill											3
4	Detroit, Mich	1,171	1,230	241						390		4
5	Galveston, Tex					527						5
6	Huron, Mich	9,757								280		6
7	New Orleans, La											7
8	New York, N. Y	29,478	375,711	798,133	40,841	24,864		1,000	4,540,784	370,093	1,500	8
9	Philadelphia, Pa	668	50,321	1,602			71,365	46		33,650		9
10	Portland and Falmouth, Me	6,971	42,595	17,370								10
11	Puget Sound, Wash											11
12	San Francisco, Cal	1,238		14,125	18		2,047,702		20,037			12
13	Willamette, Oregon	1,500	5,831	76,245			126,912		1,286			13
14	Yorktown, Va		2,531									14
	Total	52,205	539,886	918,835	40,859	25,391	2,340,317	1,046	4,577,208	929,683	16,339	

	EXTERIOR PORTS FROM WHICH RECEIVED.	INTERIOR PORTS AT WHICH RECEIVED.										
		Miami, Ohio.	Milwaukee, Wis.	Minnesota, Minn.	New Haven, Conn.	New Orleans, La.	New York, N. Y.	Norfolk and Portsmouth, Va.	Philadelphia, Pa.	Pittsburgh, Pa.	Portland and Falmouth, Me.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md	1,422	43,205	6,575					5,133	516,192		1
2	Boston and Charlestown, Mass		304	2,845			20,941		5,052		13,875	2
3	Chicago, Ill											3
4	Detroit, Mich	1,146	1,231							390		4
5	Galveston, Tex					532						5
6	Huron, Mich	4,384								280		6
7	New Orleans, La											7
8	New York, N. Y	28,410	376,455	778,725	40,740	16,686		500	4,351,681	388,266	1,500	8
9	Philadelphia, Pa	668	43,498	829			70,575	74		41,536		9
10	Portland and Falmouth, Me	9,211	44,422	17,326								10
11	Puget Sound, Wash	1,238										11
12	San Francisco, Cal	1,500		7,296	18		1,926,867		15,107			12
13	Willamette, Oregon		5,814	73,689			131,821		1,286			13
14	Yorktown, Va		2,572									14
	Total	47,979	517,501	887,285	40,758	17,218	2,150,204	574	4,378,259	946,664	15,375	

No. 20.—*IMPORTED MERCHANDISE* **TRANSPORTED WITHOUT APPRAISEMENT—Year** *ending June* 30, **1887**—Cont'd.

	EXTERIOR PORTS FROM WHICH TRANSPORTED.	INTERIOR PORTS TO WHICH TRANSPORTED.										
		Providence, R. I.	Richmond, Va.	Saint Joseph, Mo.	Saint Louis, Mo.	San Diego, Cal.	San Francisco, Cal.	Savannah, Ga.	Vermont, Vt.	Willamette, Oregon.	Total.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md			8,236	186,253		3,113				2,017,921	1
2	Boston and Charlestown, Mass	181,512			20,806			156	373	1,104	483,516	2
3	Chicago, Ill				553						553	3
4	Detroit, Mich				7,936		2,160				47,063	4
5	Galveston, Tex										527	5
6	Huron, Mich				164,982		943				339,199	6
7	New Orleans, La			64,065	907,349		1,284,724				2,472,737	7
8	New York, N. Y	259,674	4,374	30,307	1,264,186	789	2,004,708	11,367		33,846	23,202,188	8
9	Philadelphia, Pa		288	1,508	434,014						2,341,723	9
10	Portland and Falmouth, Me				184,162						857,478	10
11	Puget Sound, Wash									3,196	3,196	11
12	San Francisco, Cal			7,578	356						4,179,460	12
13	Willamette, Oregon										390,095	13
14	Yorktown, Va		48,547	2,593	31,933						175,154	14
	Total	441,186	53,209	114,287	3,202,530	789	3,295,648	11,523	373	38,146	36,510,830	

	EXTERIOR PORTS FROM WHICH RECEIVED.	INTERIOR PORTS AT WHICH RECEIVED.										
		Providence, R. I.	Richmond, Va.	Saint Joseph, Mo.	Saint Louis, Mo.	San Diego, Cal.	San Francisco, Cal.	Savannah, Ga.	Vermont, Vt.	Willamette, Oregon.	Total.	
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
1	Baltimore, Md			9,171	167,630		3,113				1,889,316	1
2	Boston and Charlestown, Mass	191,139			18,123			156	299	678	404,108	2
3	Chicago, Ill				535						531	3
4	Detroit, Mich				7,997		2,160				44,721	4
5	Galveston, Tex										532	5
6	Huron, Mich				160,490		943				296,292	6
7	New Orleans, La			66,141	1,017,837		1,164,207				2,456,019	7
8	New York, N. Y	233,457	5,356	30,131	1,281,899	796	1,940,193	11,416		31,778	22,897,155	8
9	Philadelphia, Pa		288	1,094	437,105						2,339,512	9
10	Portland and Falmouth, Me				174,853						805,927	10
11	Puget Sound, Wash									2,666	3,904	11
12	San Francisco, Cal			7,369	356						4,165,392	12
13	Willamette, Oregon										364,709	13
14	Yorktown, Va		62,928	1,272	26,355						174,651	14
	Total	424,596	68,572	115,178	3,293,476	796	3,110,616	11,572	299	35,122	35,842,769	

No. 21.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

IMPORTED MERCHANDISE

REMAINING IN WAREHOUSE,

BY CUSTOMS DISTRICTS,

ON

JUNE 30, 1887.

No. 21.—*IMPORTED MERCHANDISE* REMAINING IN WARE

	CUSTOMS DISTRICTS AND PORTS.	FREE OF DUTY.			
		Spirits, distilled, the manufacture of the United States, brought back.		All other free articles.	TOTAL FREE OF DUTY.
		Proof galls.	*Dollars.*	*Dollars.*	*Dollars.*
1	Albany, N. Y	894	1,111	.....	1,111
2	Baltimore, Md	47,288	65,512	.....	65,512
3	Bangor, Me	188	190	.....	190
5	Boston and Charlestown, Mass	40,168	37,566	12,507	50,073
7	Buffalo Creek, N. Y	.....	.....	.....	.....
9	Chicago, Ill	38,406	41,766	318	42,084
10	Cincinnati, Ohio	148,108	153,995	.....	153,995
14	Denver, Colo	1,430	1,618	.....	1,618
19	Galveston, Tex	12,738	10,426	.....	10,426
20	Genesee, N. Y	3,836	3,492	.....	3,492
21	Georgetown, D. C	.....	.....	.....	.....
23	Hartford, Conn	642	809	.....	809
24	Indianapolis, Ind	3,321	2,669	.....	2,669
25	Kansas City, Mo	2,587	2,953	.....	2,953
27	Louisville, Ky	281,065	270,030	.....	270,030
28	Memphis, Tenn	5,659	4,853	.....	4,853
29	Milwaukee, Wis	6,203	6,272	.....	6,272
30	Minnesota, Minn	8,389	7,796	.....	7,796
32	New Haven, Conn	545	590	.....	590
34	New Orleans, La	.....	.....	27,985	27,985
35	New York, N. Y	337,790	339,145	31,434	370,579
36	Omaha, Nebr	569	462	.....	462
38	Oswego, N. Y	.....	.....	.....	.....
40	Philadelphia, Pa	60,984	73,586	.....	73,586
41	Pittsburgh, Pa	54,051	56,894	.....	56,894
43	Portland and Falmouth, Me	.....	.....	5,023	5,023
45	Saint Joseph, Mo	7,202	6,622	.....	6,622
46	Saint Louis, Mo	40,469	39,299	.....	39,299
48	Saluria, Tex	.....	.....	.....	.....
49	San Diego, Cal	.....	.....	24	24
50	San Francisco, Cal	77,237	79,489	56	79,545
53	Wheeling, W. Va	1,056	840	.....	840
54	Willamette, Oregon	.....	.....	2	2
	Total	1,180,765	1,207,985	77,349	1,285,334

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.				
		BREADSTUFFS.			Bristles.	
		Wheat.		All other breadstuffs, and preparations of, used as food, not elsewhere specified.		
		Bushels.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
5	Boston and Charlestown, Mass	.....	.....	103	.....	.....
9	Chicago, Ill	.....	.....	.....	.....	.....
10	Cincinnati, Ohio	.....	.....	.....	.....	.....
12	Cuyahoga, Ohio	.....	.....	.....	.....	.....
23	Hartford, Conn	.....	.....	.....	.....	.....
34	New Orleans, La	.....	.....	.....	.....	.....
35	New York, N. Y	11,016	8,903	.....	96,343	71,733
40	Philadelphia, Pa	.....	.....	.....	.....	.....
50	San Francisco, Cal	.....	.....	.....	.....	.....
	Total	11,016	8,903	103	96,343	71,733

HOUSE, *by* CUSTOMS DISTRICTS, *June* 30, 1887.

DUTIABLE.									
ANIMALS, NOT ELSEWHERE SPECIFIED.		Art-works, not elsewhere specified: Paintings, in oil or water colors, and statuary.	Books, maps, engravings, etchings, and other printed matter, not elsewhere specified.	Brass, and manufactures of.	BREADSTUFFS.				
Horses.					Barley.		Rye.		
Number.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Bushels.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	24	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	1,935	.....	94	.....	.....	.....	.....	5
1	1,000	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	1,163	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	4,414	2,207	.....	.....	20
.....	.....	.....	2	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	33	94	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	2,488	258	.....	.....	.....	.....	.....	34
.....	.....	220,596	4,772	1,644	.....	.....	517	315	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	25,822	17,826	923	554	38
.....	.....	22,718	1,104	2,924	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	19	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	2	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	16	.....	.....	.....	.....	49
.....	.....	413	33	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	54
1	1,000	248,150	7,410	4,772	30,236	20,033	1,440	869	

DUTIABLE.									
Brushes.	Buttons, except of brass, gilt, or silk, and button molds, and button materials made in pattern or cut for buttons exclusively.	Cement.		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.					
				Coal-tar colors and dyes.	Glycerine.		Logwood and other dye-woods, extracts and decoctions of.		
Dollars.	*Dollars.*	*Barrels.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	1,182	.....	.....	1,461	.....	.....	7,500	404	5
35	525	.....	.....	.....	.....	.....	.....	.....	9
50	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	27,142	3,669	.....	.....	12
.....	.....	.....	.....	1,681	.....	.....	.....	.....	23
.....	243	.....	.....	.....	.....	.....	.....	.....	34
311	8,995	3,410	3,663	49,101	1,160,103	108,342	111,020	7,370	35
.....	7,552	468	372	361	.....	.....	.....	.....	40
3	12	.....	.....	.....	.....	.....	.....	.....	50
399	18,509	3,878	4,035	52,604	1,187,245	112,011	118,520	7,774	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.			
		Opium.			
		Crude.		Prepared for smoking.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Albany, N. Y				
2	Baltimore, Md				
3	Bangor, Me				
4	Bath, Me				
5	Boston and Charlestown, Mass	473	832		
6	Brazos de Santiago, Tex				
7	Buffalo Creek, N. Y				
8	Charleston, S. C				
9	Chicago, Ill				
10	Cincinnati, Ohio				
11	Corpus Christi, Tex				
12	Cuyahoga, Ohio				
13	Delaware, Del				
14	Denver, Colo				
15	Detroit, Mich				
16	Erie, Pa				
17	Fernandina, Fla				
18	Frenchman's Bay, Me				
19	Galveston, Tex				
20	Genesee, N. Y				
21	Georgetown, D. C				
35	New York, N. Y	148,233	355,896		
40	Philadelphia, Pa				
50	San Francisco, Cal	9,246	28,983	17,507	146,275
	Total	157,952	385,711	17,507	146,275

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.				
		CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.			Clays or earths of all kinds, including china-clay, or kaoline.	
		Sumac, ground.		All other.		
		Pounds.	*Dollars.*	*Dollars.*	*Tons.*	*Dollars.*
1	Albany, N. Y					
2	Baltimore, Md			389		
3	Bangor, Me					
4	Bath, Me					
5	Boston and Charlestown, Mass			442	33	302
6	Brazos de Santiago, Tex			103		
7	Buffalo Creek, N. Y					
8	Charleston, S. C					
9	Chicago, Ill			2		
10	Cincinnati, Ohio					
11	Corpus Christi, Tex					
12	Cuyahoga, Ohio					
13	Delaware, Del					
14	Denver, Colo					
15	Detroit, Mich					
16	Erie, Pa					
27	Louisville, Ky			154		
34	New Orleans, La			20		
35	New York, N. Y	346,644	7,669	155,069	357	1,870
40	Philadelphia, Pa			3,891		
46	Saint Louis, Mo					
48	Saluria, Tex			389		
50	San Francisco, Cal			6,569		
	Total	346,644	7,669	167,028	390	2,172

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.

CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED.										
Potash, nitrate of, or saltpeter, crude.		Soda.								
		Bicarbonate of.		Carbonate, including sal-soda and soda-ash.		Caustic.		All other salts of.		
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
127,714	3,313	.....	.....	8,400	122	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
2,123,057	62,936	16,246	257	414,079	3,482	1,036,962	20,738	12,938	156	35
13,682	679	.....	.....	.....	.....	5,622	160	.....	.....	40
.....	.....	.....	.....	.....	.....	3,600	120	.....	.....	50
2,264,453	66,928	16,246	257	422,479	3,604	1,046,184	21,018	12,938	156	

DUTIABLE.

CLOCKS AND WATCHES, AND PARTS OF.		COPPER, AND MANUFACTURES OF.			Corsets.	COTTON, MANUFACTURES OF.				
						Cloths.				
Clocks, and parts of.	Watches, and parts of, and watch materials and movements.	Pigs, bars, ingots, old, and other unmanufactured.		All other manufactures of.		Not bleached, dyed, colored, stained, painted, or printed.		Bleached, dyed, colored, stained, painted, or printed.		
Dollars.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Dollars.*	*Sq. yards.*	*Dollars.*	*Sq. yards.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
129	.....	.....	.....	11,098	.....	.....	.....	66,749	9,171	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	152,884	9,225	9
.....	.....	.....	.....	.....	.....	.....	.....	1,591	490	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
2	.....	.....	.....	92	.....	.....	.....	810	36	27
.....	.....	.....	.....	.....	71	.....	.....	27,521	1,488	34
839	1,716	434,631	34,331	9,737	51,325	.....	.....	.....	.....	35
.....	1,603	68	4	1,603	.....	9,718	925	38,756	5,640	40
.....	.....	.....	.....	.....	.....	.....	.....	1,018	448	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
970	3,319	434,699	34,335	22,530	51,396	9,718	925	289,329	26,498	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS	DUTIABLE.		
		COTTON, MANUFACTURES OF.		
		Clothing, ready-made, and other wearing apparel, not including knit goods.	Embroideries, laces, insertings, trimmings, and lace window-curtains.	Knit goods, stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting-machines or frames or knit by hand.
		Dollars.	*Dollars.*	*Dollars.*
1	Albany, N. Y			
2	Baltimore, Md			
3	Bangor, Me			
5	Boston and Charlestown, Mass	5,722	6,602	6,496
9	Chicago, Ill	99	15,782	31,808
10	Cincinnati, Ohio			
12	Cuyahoga, Ohio			
21	Georgetown, D. C			
23	Hartford, Conn			
27	Louisville, Ky	23		2
30	Minnesota, Minn			
33	New London, Conn			
34	New Orleans, La		7,039	242
35	New York, N. Y	27,242	61,747	210,971
40	Philadelphia, Pa		2,537	16,102
43	Portland and Falmouth, Me			
46	Saint Louis, Mo			
48	Saluria, Tex			
50	San Francisco, Cal			1,556
54	Willamette, Oregon			
55	Wilmington, N. C			
	Total	33,086	93,707	267,177

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		FANCY ARTICLES.			
		Feathers and flowers, artificial.	Perfumeries, cosmetics, and all toilet preparations.	Pipes of all kinds, and smokers' articles.	All other.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Albany, N. Y				
2	Baltimore, Md		12		
3	Bangor, Me				
5	Boston and Charlestown, Mass		880		
9	Chicago, Ill	505	2,301	3	
10	Cincinnati, Ohio				165
12	Cuyahoga, Ohio				
21	Georgetown, D. C		6	53	46
23	Hartford, Conn		170		
27	Louisville, Ky		2	67	5
30	Minnesota, Minn				
33	New London, Conn		2,879		
34	New Orleans, La		192	176	
35	New York, N. Y	3,043	11,529		6,524
40	Philadelphia, Pa	660	2	39	8,587
43	Portland and Falmouth, Me				
46	Saint Louis, Mo				
48	Saluria, Tex				
50	San Francisco, Cal	120	1,230	199	52
54	Willamette, Oregon				
	Total	4,328	19,203	537	15,379

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.

COTTON, MANUFACTURES OF.		EARTHEN, STONE, AND CHINA WARE.				FANCY ARTICLES.				
Thread (not on spools), yarn, warps, or warp-yarn.	All other.	China, porcelain, parian, and bisque, earthen, stone, and crockery ware.			All other.	Beads, (except amber) and bead ornaments.	Dolls and other toys.	Fans, except palm-leaf.	Feathers, ornamental, natural.	
		Not decorated or ornamented.	Decorated or ornamented.							
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	16,198	9,073	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	18,185	9,276	20,027	.....	1,014	7,311	.....	.....	5
115	140	26,747	.....	819	1,562	1,095	156	401	.....	9
.....	.....	.....	1,798	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	1,670	4,780	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	1,501	.....	15	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
75	21	6	2,256	15	700	.....	.....	.....	.....	27
.....	.....	.....	3,354	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	12,587	11,052	4,179	.....	.....	548	.....	.....	34
2,723	1,091	310,791	1,449	38,388	4,511	53,015	6,087	1,192	41,461	35
4,612	1,667	84,161	1,864	543	2,308	5,349	1,242	248	.....	40
.....	.....	.....	2,013	672	.....	.....	.....	.....	.....	43
.....	.....	.....	71	.....	131	.....	151	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
532	216	965	.....	636	4,810	.....	64	6	.....	50
.....	.....	.....	.....	5	.....	.....	.....	.....	.....	54
.....	.....	.....	130	.....	.....	.....	.....	.....	.....	55
8,057	3,135	453,442	51,131	79,137	14,022	61,974	15,559	1,862	41,461	

DUTIABLE.

FISH, NOT ELSEWHERE SPECIFIED.

Anchovies and sardines, packed in oil or otherwise.	Cod, haddock, hake, and pollock, dried, smoked, or pickled.		Herring.				Mackerel, pickled.		Salmon, pickled.		All other.	
			Dried or smoked.		Pickled or salted.							
Dollars.	*Pounds.*	*Dollars.*	*Pounds.*	*Dolls.*	*Barrels.*	*Dollars.*	*Barrels.*	*Dollars.*	*Bbls.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	22,019	420	557	2,194	1,644	14,997	.....	.....	13,683	5
267	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
8,885	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	108	34
74,246	216,413	6,130	.....	.....	12	35	1,880	11,664	20	331	3,602	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
19,208	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	176	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44	54
102,706	216,413	6,130	22,019	420	569	2,229	3,524	26,661	20	331	17,613	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.			
		Unmanufactured.			
		Flax.		Hemp, and all substitutes for hemp.	
		Tons.	*Dollars.*	*Tons.*	*Dollars.*
1	Albany, N. Y				
2	Baltimore, Md				
3	Bangor, Me				
4	Bath, Me				
5	Boston and Charlestown, Mass	126	31,380	439	41,369
6	Brazos de Santiago, Tex				
7	Buffalo Creek, N. Y				
9	Chicago, Ill				
10	Cincinnati, Ohio				
11	Corpus Christi, Tex				
34	New Orleans, La				
35	New York, N. Y			3,862	467,392
40	Philadelphia, Pa				
44	Providence, R. I				
50	San Francisco, Cal				
51	Savannah, Ga				
	Total	126	31,380	4,301	508,761

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		FLAX, HEMP, JUTE, ETC.			
		Manufactures of flax, hemp, etc.			
		Thread, twine, and pack-thread.	Yarns.		All other.
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*
1	Albany, N. Y				
2	Baltimore, Md				
3	Bangor, Me				
4	Bath, Me				
5	Boston and Charlestown, Mass	15,638			
8	Charleston, S. C				
9	Chicago, Ill				5,526
10	Cincinnati, Ohio				
11	Corpus Christi, Tex				
12	Cuyahoga, Ohio				
13	Delaware, Del				
14	Denver, Colo				
15	Detroit, Mich				
16	Erie, Pa				
17	Fernandina, Fla				
20	Genesee, N. Y				
27	Louisville, Ky				
34	New Orleans, La				
35	New York, N Y	5,357	124,161	10,366	56,200
40	Philadelphia, Pa				1,254
50	San Francisco, Cal				5,833
54	Willamette, Oregon				661
	Total	20,995	124,161	10,366	69,474

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.

FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF.

Unmanufactured.				Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value.					
Jute.		Sisal grass, and other vegetable substances.		Bags and bagging, and like manufactures.	Burlaps (except for bagging for cotton).	Brown or bleached linens, ducks, canvas, paddings, cotbottoms, diapers, crash, huckabacks, handkerchiefs, and lawns.	Cables and cordage.		
Tons.	*Dollars.*	*Tons.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Lbs.*	*Dolls.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	22,577	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	3,179	10,084	25,570	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	21,694	36,643	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	2,874	2,234	3,036	.....	.....	34
2,954	92,064	121	13,284	.....	36,995	321,482	5,258	146	35
.....	.....	.....	.....	.....	7,787	18,407	.....	.....	40
.....	.....	.....	.....	.....	.....	195	.....	.....	44
.....	.....	.....	.....	89,763	.....	.....	416	107	50
.....	.....	.....	.....	621	.....	.....	.....	.....	51
2,954	92,064	121	13,284	96,437	101,371	405,333	5,674	253	

DUTIABLE.

FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED.

Figs.		Prunes.		Raisins.		Preserved fruits.	All other fruits.	Nuts.			
								Almonds.		All other.	
Lbs.	*Dollars.*	*Pounds.*	*Dollars.*	*Lbs.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	22,881	632	172,034	9,148	.....	4,485	8,926	931	3,097	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	590	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	53	.....	.....	.....	.....	27
.....	.....	.....	.....	4,500	390	.....	.....	.....	.....	.....	34
20,761	1,146	25,110,008	811,081	.....	.....	153,670	84,632	1,902,534	195,643	65,297	35
.....	.....	.....	.....	.....	.....	807	6,280	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	1,201	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	54
20,761	1,146	25,132,889	811,713	176,534	9,538	154,543	97,188	1,911,460	196,574	68,394	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		Furs, dressed on the skin, and manufactures of fur.	GLASS AND GLASSWARE.		
			Bottles, vials, demi-johns, carboys, and jars, empty or filled.	Cylinder, crown, and common window-glass, unpolished.	
		Dollars.	*Dollars.*	*Pounds.*	*Dollars.*
1	Albany, N. Y	.....	149	.....	.....
2	Baltimore, Md	.....	.....	.....	.....
5	Boston and Charlestown, Mass	379	85	2,867,182	46,791
6	Brazos de Santiago, Tex	.....	7	.....	.....
9	Chicago, Ill	.....	1,368	.....	.....
10	Cincinnati, Ohio	.....	.....	.....	.....
17	Fernandina, Fla	.....	.....	.....	.....
20	Genesee, N. Y	.....	1	.....	.....
21	Georgetown, D. C	.....	.....	.....	.....
25	Kansas City, Mo	.....	.....	.....	.....
27	Louisville, Ky	89	268	334	145
30	Minnesota, Minn	.....	.....	.....	.....
34	New Orleans, La	.....	750	.....	.....
35	New York, N. Y	616,741	22,968	435,105	7,407
37	Oswegatchie, N. Y	.....	27	.....	.....
40	Philadelphia, Pa	4,809	19	5,558	193
41	Pittsburgh, Pa	.....	.....	.....	.....
42	Plymouth, Mass	.....	.....	.....	.....
50	San Francisco, Cal	.....	2,723	.....	.....
51	Savannah, Ga	.....	33	.....	.....
54	Willamette, Oregon	.....	75	.....	.....
	Total	622,018	28,473	3,308,179	54,536

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.					
		IRON AND STEEL, AND MANUFACTURES OF.					
		Pig-iron.		Scrap, fit only to be remanufactured.			
				Iron, wrought and cast.		Steel.	
		Tons.	*Dollars.*	*Tons.*	*Dollars.*	*Tons.*	*Dollars.*
1	Albany, N. Y	.....	.....	.....	.....	.....	.....
2	Baltimore, Md	.....	.....	281	5,225	.....	.....
5	Boston and Charlestown, Mass	98	1,253	.....	.....	.....	.....
6	Brazos de Santiago, Tex	.....	.....	.....	.....	.....	.....
9	Chicago, Ill	.....	.....	.....	.....	.....	.....
10	Cincinnati, Ohio	.....	.....	.....	.....	.....	.....
17	Fernandina, Fla	.....	.....	.....	.....	.....	.....
20	Genesee, N. Y	.....	.....	.....	.....	.....	.....
21	Georgetown, D. C	.....	.....	.....	.....	.....	.....
25	Kansas City, Mo	.....	.....	.....	.....	.....	.....
27	Louisville, Ky	.....	.....	.....	.....	.....	.....
30	Minnesota, Minn	.....	.....	.....	.....	.....	.....
34	New Orleans, La	.....	.....	.....	.....	.....	.....
35	New York, N. Y	1,469	18,948	9,248	127,847	970	13,316
37	Oswegatchie, N. Y	.....	.....	.....	.....	.....	.....
40	Philadelphia, Pa	3,730	59,929	5,223	80,825	.....	.....
41	Pittsburgh, Pa	.....	.....	1,059	17,025	.....	.....
42	Plymouth, Mass	.....	.....	.....	.....	.....	.....
46	Saint Louis, Mo	.....	.....	.....	.....	.....	.....
50	San Francisco, Cal	79	1,405	2,500	20,760	.....	.....
51	Savannah, Ga	.....	.....	.....	.....	.....	.....
	Total	5,376	81,535	18,311	251,682	970	13,316

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.										
GLASS AND GLASSWARE.					Hair, not elsewhere specified, and manufactures of.	Hats, bonnets, and hoods, and materials for.	Hops.		India-rubber and gutta-percha, manufactures of.	
Plate glass.				All other.						
Unsilvered.		Silvered.								
Sq. feet.	*Dollars.*	*Sq. feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
5,128	1,547	.....	.....	9,721	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
983	368	.....	.....	458	.....	1,947	40,196	6,759	.....	9
.....	.....	.....	.....	53	.....	.....	108,390	18,818	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	55	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	9,504	2,881	.....	25
.....	.....	.....	.....	29	61	.....	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	1,563	.....	.....	4,402	1,090	.....	34
52,255	16,742	4,312	1,640	66,870	12,564	154,938	1,286,356	195,579	17,616	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	6,605	1,454	539	4,582	498	4,626	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	2	26	50	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
58,366	18,657	4,312	1,640	85,356	14,105	157,474	1,453,430	225,625	22,242	

DUTIABLE.										
IRON AND STEEL, AND MANUFACTURES OF.										
Bar-iron, rolled or hammered.		Bars, railway, of steel, or in part of steel.		Cotton-ties, or hoops for baling purposes, of iron and steel.		Hoops, bands, strips, sheets, and plates, of steel.		Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified.		
Pounds.	*Dollars.*	*Tons.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	512,766	4,557	2
2,017,119	31,307	.....	.....	.....	.....	.....	.....	301,304	4,288	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	1,000	23,896	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	26,111	457,191	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	641,000	7,537	16,393	1,058	.....	.....	34
1,434,876	40,847	.....	.....	207,099	3,120	.....	.....	654,121	5,233	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
632,105	22,562	.....	.....	.....	.....	.....	.....	3,296,785	22,887	40
2,389,180	50,148	.....	.....	.....	.....	.....	.....	1,253,073	8,741	41
357,875	6,320	.....	.....	.....	.....	.....	.....	553,669	5,391	42
.....	.....	.....	.....	.....	.....	.....	.....	67,196	798	46
.....	.....	.....	.....	.....	.....	.....	.....	21,871	1,425	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
6,831,155	151,184	27,111	481,087	848,099	10,657	16,393	1,058	6,660,785	53,320	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE. IRON AND STEEL, AND MANUFACTURES OF.			
		Sheet, plate, and taggers iron.		Tin-plates, terne-plates, or taggers tin.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
1	Albany, N. Y				
2	Baltimore, Md			785,367	23,167
3	Bangor, Me				
4	Bath, Me				
5	Boston and Charlestown, Mass	888,291	54,833	2,922,820	84,363
6	Brazos de Santiago, Tex				
7	Buffalo Creek, N. Y				
8	Charleston, S. C				
9	Chicago, Ill				
10	Cincinnati, Ohio				
11	Corpus Christi, Tex				
12	Cuyahoga, Ohio				
21	Georgetown, D. C				
27	Louisville, Ky				
32	New Haven, Conn				
34	New Orleans, La				
35	New York, N. Y	1,940,127	117,903	3,811,938	108,040
40	Philadelphia, Pa	146,577	5,372	2,227,664	77,361
42	Plymouth, Mass				
43	Portland and Falmouth, Me				
50	San Francisco, Cal			2,559,166	74,632
	Total	2,974,995	178,108	12,306,955	367,563

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE. IRON AND STEEL, MANUFACTURES OF. Manufactures of, not elsewhere specified.			
		Fire-arms.	Machinery.	Needles.	All other.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Albany, N. Y				
2	Baltimore, Md				
3	Bangor, Me				
4	Bath, Me				
5	Boston and Charlestown, Mass	2,442	871	287	16,073
6	Brazos de Santiago, Tex				
7	Buffalo Creek, N. Y				
8	Charleston, S. C				
9	Chicago, Ill	1,366			963
10	Cincinnati, Ohio				
11	Corpus Christi, Tex				337
12	Cuyahoga, Ohio				
21	Georgetown, D. C				
27	Louisville, Ky				3
32	New Haven, Conn				
34	New Orleans, La	313			
35	New York, N. Y	29,996	11,133	2,462	3,746
40	Philadelphia, Pa	835	2,277	196	3,230
42	Plymouth, Mass				
43	Portland and Falmouth, Me				288
50	San Francisco, Cal	1,398			1,420
	Total	36,350	14,281	2,945	26,060

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.									
IRON AND STEEL, AND MANUFACTURES OF.									
Wire rods (rivet, screw, nail, and fence,) round, in coils and loops, of iron or steel.		Wire, and wire rope and strand, iron or steel.		Manufactures of, not elsewhere specified.					
				Anvils, axles, and forgings, of iron or steel.		Chains, of iron or steel.		Cutlery.	
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	1
1,614,350	18,065	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
25,023	395	22,580	538	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	1,269	125	.....	.....	435	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	27
2,142,634	24,667	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	34
820,412	10,958	219,403	7,225	31,644	1,290	12,793	732	4,656	35
.....	.....	3,000	540	.....	.....	.....	.....	91	40
1,711,858	26,732	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	30,916	772	3,345	42	.....	.....	.....	50
6,314,277	80,817	275,899	9,075	36,258	1,457	12,793	733	5,182	

DUTIABLE.								
JEWELRY, MANUFACTURES OF GOLD AND SILVER, AND PRECIOUS STONES.			LEATHER, AND MANUFACTURES OF.					
			Leather.			Manufactures of.		
Jewelry, and manufact- of gold and silver.	Precious stones not elsewhere specified, and imitations of, not set.	Lead, and manufactures of.	Calf-skins, tanned or tanned and dressed.	Skins for morocco.	Upper leather of all other kinds, dressed, and skins dressed and finished.	Gloves, kid and leather.	All other.	
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	41,484	21,878	29,434	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	90	7
.....	.....	.....	.....	.....	.....	.....	.....	8
15	.....	.....	.....	.....	277	1,653	69	9
709	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	12
9	.....	.....	.....	.....	.....	.....	.....	21
5	.....	.....	.....	.....	.....	.....	167	27
.....	.....	.....	.....	.....	.....	.....	.....	32
30	.....	.....	.....	.....	27	.....	116	34
5,205	395	12,427	233,732	12,014	111,391	94,643	4,412	35
279	.....	.....	715	.....	43	1,702	76	40
.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	72	50
6,252	395	12,427	234,447	53,498	133,616	127,432	5,002	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		MALT LIQUORS.			
		In bottles or jugs.		Not in bottles or jugs.	
		Gallons.	*Dollars.*	*Gallons.*	*Dollars.*
1	Albany, N. Y	.....	.....	.....	.....
2	Baltimore, Md	.....	.....	.....	.....
3	Bangor, Me	.....	.....	.....	.....
4	Bath, Me	.....	.....	.....	.....
5	Boston and Charlestown, Mass	220	102	.....	.....
8	Charleston, S. C	.....	.....	.....	.....
9	Chicago, Ill	8,038	7,091	.....	.....
10	Cincinnati, Ohio	.....	.....	.....	.....
12	Cuyahoga, Ohio	.....	.....	.....	.....
15	Detroit, Mich	93	101	.....	.....
18	Frenchman's Bay, Me	24	18	.....	.....
21	Georgetown, D. C	.....	.....	.....	.....
27	Louisville, Ky	1,524	1,232	.....	.....
34	New Orleans, La	1,388	1,180	.....	.....
35	New York, N. Y	19,750	17,951	2,953	976
37	Oswegatchie, N. Y	9	8	.....	.....
40	Philadelphia, Pa	.....	.....	53	13
44	Providence, R. I	.....	.....	.....	.....
50	San Francisco, Cal	11,621	7,733	3,429	1,499
54	Willamette, Oregon	211	308	.....	.....
	Total	42,878	35,724	6,435	2,488

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		OILS, NOT ELSEWHERE SPECIFIED.			
		Vegetable.			
		Fixed or expressed.			
		Olive.		Other.	
		Gallons.	*Dollars.*	*Gallons.*	*Dollars.*
1	Albany, N.Y	.....	.....	.....	.....
2	Baltimore, Md	.....	.....	.....	.....
3	Bangor, Me	.....	.....	.....	.....
4	Bath, Me	.....	.....	.....	.....
5	Boston and Charlestown, Mass	2.173	1,223	654	561
6	Brazos de Santiago, Tex	.....	.....	.....	.....
8	Charleston, S. C	.....	.....	.....	.....
9	Chicago, Ill	6	11	.....	.....
10	Cincinnati, Ohio	.....	.....	.....	.....
12	Cuyahoga, Ohio	.....	.....	.....	.....
15	Detroit, Mich	.....	.....	.....	.....
18	Frenchman's Bay, Me	.....	.....	.....	.....
21	Georgetown, D. C	.....	.....	.....	.....
27	Louisville, Ky	.....	.....	38	52
34	New Orleans, La	2,870	3,034	.....	.....
35	New York, N. Y	14,897	6,920	34,111	11,863
37	Oswegatchie, N. Y	.....	.....	.....	.....
40	Philadelphia, Pa	290	375	1,122	488
44	Providence, R. I	.....	.....	.....	.....
50	San Francisco, Cal	12,962	13,789	4,500	1,022
54	Willamette, Oregon	.....	.....	755	288
	Total	33,198	25,352	41,180	14,274

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.										
MARBLE AND STONE, AND MANUFACTURES OF.		METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED.		Mineral substances, not elsewhere specified.	Musical instruments, and parts of.	OILS, NOT ELSEWHERE SPECIFIED.				
Marble and manufactures of, not elsewhere specified.	Stone and manufactures of, including slate.	Bronze manufactures.	All other.			Animal.		Mineral.		
						Whale and fish.				
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	*Galls.*	*Dolls.*	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
3,083	.....	.....	2,170	.....	711	766	291	.....	.....	5
.....	.....	.....	.....	.....	397	.....	.....	.....	.....	8
.....	.....	36	382	.....	2,878	.....	.....	.....	.....	9
.....	.....	.....	36	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	2,282	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	13	.....	.....	.....	.....	.....	.....	21
116	.....	.....	10	.....	.....	.....	.....	1	3	27
178	.....	.....	1,902	322	.....	5	24	.....	.....	34
12,781	1,399	.....	88,937	399	38,922	5,690	3,341	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
552	164	2,767	413	4,763	87	.....	.....	.....	.....	40
58	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
9,857	.....	.....	1,531	.....	1,268	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
26,625	1,563	2,803	95,394	5,484	46,545	6,461	3,656	1	3	

DUTIABLE.								
OILS, NOT ELSEWHERE SPECIFIED.		Paints and colors.	Paper, and manufactures of.	PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS.				
Vegetable.				Meat products.	Dairy products.			
Volatile or essential.				Meats, prepared, of all kinds, and meat extracts.	Cheese.		Milk, preserved or condensed.	
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	111	2,590	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	919	.....	.....	.....	.....	9
.....	.....	.....	23	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	22	.....	.....	.....	.....	27
.....	.....	.....	654	.....	.....	.....	282	34
2,220	6,546	5,678	13,902	2,698	6,237	955	16	35
.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	1,402	844	.....	.....	.....	.....	40
.....	.....	.....	1,373	.....	.....	.....	.....	44
.....	.....	1,748	101	2,480	.....	.....	337	50
.....	.....	.....	61	.....	.....	.....	.....	54
2,220	6,546	8,939	20,489	5,178	6,237	955	635	

No. 21.—*IMPORTED MERCHANDISE* REMAINING IN WARE

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		RICE, NOT ELSEWHERE SPECIFIED.			
		Rice.		Rice, granulated, or rice meal.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
2	Baltimore, Md				
4	Bath, Me				
5	Boston and Charlestown, Mass	151,865	2,770		
9	Chicago, Ill			84,000	1,414
18	Frenchman's Bay, Me				
22	Gloucester, Mass				
27	Louisville, Ky				
34	New Orleans, La	4,302	84		
35	New York, N. Y	808,322	15,426	857,515	14,049
40	Philadelphia, Pa				
43	Portland and Falmouth, Me				
50	San Francisco, Cal	12,028,434	250,003		
51	Savannah, Ga				
54	Willamette, Oregon	709,926	12,130		
56	Wiscasset, Me				
	Total	13,702,849	280,413	941,515	15,463

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.				
		SOAP.			Spices, ground.	
		Fancy, perfumed, and all descriptions of toilet soap.		All other.		
		Pounds.	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*
1	Albany, N. Y					
2	Baltimore, Md					
3	Bangor, Me					
5	Boston and Charlestown, Mass			368		
7	Buffalo Creek, N. Y					
9	Chicago, Ill					
10	Cincinnati, Ohio					
12	Cuyahoga, Ohio					
13	Delaware, Del					
15	Detroit, Mich					
16	Erie, Pa					
18	Frenchman's Bay, Me					
19	Galveston, Tex					
20	Genesee, N. Y					
21	Georgetown, D. C					
23	Hartford, Conn					
25	Kansas City, Mo					
27	Louisville, Ky	1	1			
28	Memphis, Tenn					
29	Milwaukee, Wis					
30	Minnesota, Minn					
32	New Haven, Conn					
33	New London, Conn					
34	New Orleans, La			50		
35	New York, N. Y	180	45	7,947		
36	Omaha, Nebr					
37	Oswegatchie, N. Y					
40	Philadelphia, Pa					
43	Portland and Falmouth, Me					
44	Providence, R. I					
45	Saint Joseph, Mo					
46	Saint Louis, Mo					
48	Saluria, Tex					
50	San Francisco, Cal			2,196	2,160	630
54	Willamette, Oregon					
	Total	181	46	10,561	2,160	630

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.

Salt.		SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED.	SILK, MANUFACTURES OF.					
		All other.	Clothing, ready-made, and other wearing apparel.	Dress and piece goods.	Laces.	Ribbons,	All other.	
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	758	.....	.....	2,439	2
757,610	733	.....	.....	.....	.....	.....	.....	4
10,970,797	11,923	.....	.....	.....	.....	.....	11,873	5
.....	.....	.....	.....	.....	.....	.....	16,753	9
294,075	232	.....	.....	.....	.....	.....	.....	18
13,452,270	14,200	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	188	27
.....	.....	.....	.....	.....	.....	.....	.....	34
7,863,000	9,132	1,927	38,868	287,237	30,207	6,575	827,153	35
.....	.....	.....	1,626	4,702	.....	4,721	23,505	40
6,586,836	5,721	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	3,413	50
9,260,864	8,425	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	54
2,822,088	2,925	.....	.....	.....	.....	.....	.....	56
52,007,540	53,291	1,927	40,494	292,697	30,207	11,296	885,324	

DUTIABLE.

SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS.				Sponges.	SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.		
Brandy.		All other.			Molasses.		
Proof galls.	*Dollars.*	*Proof galls.*	*Dollars.*	*Dollars.*	*Gallons.*	*Dollars.*	
32	112	1,272	243	.....	.....	.....	1
2,300	5,195	2,958	818	.....	.....	.....	2
.....	.....	135	163	.....	.....	.....	3
17,456	49,770	33,414	14,046	230	984,411	174,434	5
579	1,007	.....	.....	.....	.....	.....	7
545	2,604	4,418	5,382	.....	.....	.....	9
1,473	4,480	1,374	522	.....	.....	.....	10
.....	.....	64	21	.....	.....	.....	12
.....	.....	418	178	.....	.....	.....	13
1,348	3,677	4,703	2,441	.....	.....	.....	15
.....	.....	21	30	.....	.....	.....	16
.....	.....	56	74	.....	.....	.....	18
45	56	270	407	.....	.....	.....	19
924	1,286	2,322	1,481	.....	.....	.....	20
.....	.....	67	86	.....	.....	.....	21
136	532	836	440	.....	.....	.....	23
.....	.....	235	117	.....	.....	.....	25
663	1,450	800	312	.....	.....	.....	27
114	263	.....	.....	.....	.....	.....	28
.....	.....	353	63	.....	.....	.....	29
297	593	591	501	.....	.....	.....	30
240	617	2,954	807	.....	.....	.....	32
.....	.....	.....	.....	.....	101,604	27,889	33
5,616	10,702	3,562	3,906	.....	.....	.....	34
101,434	246,601	173,913	126,286	51,632	926,163	142,661	35
.....	.....	205	76	.....	.....	.....	36
215	560	351	299	.....	.....	.....	37
2,381	5,886	26,478	31,068	.....	11,923	1,816	40
.....	.....	2,299	462	.....	305,373	61,902	43
1,079	2,015	2,128	680	.....	.....	.....	44
.....	.....	87	20	.....	.....	.....	45
1,392	2,002	1,364	453	.....	.....	.....	46
83	107	36	28	.....	.....	.....	48
11,792	25,930	25,790	21,476	.....	.....	.....	50
1,384	2,544	2,086	1,682	.....	.....	.....	54
151,528	367,989	295,560	214,568	51,862	2,329,474	408,702	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.		
		SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY.		
		Sugar, Dutch standard in color.	Not above No. 13, and tank bottoms, sirups, melada, etc.	Sugar candy and confectionery.
		Pounds.	*Dollars.*	*Dollars.*
1	Albany, N. Y			
2	Baltimore, Md			
5	Boston and Charlestown, Mass	88,035,789	2,203,863	
7	Buffalo Creek, N. Y			
9	Chicago, Ill			
10	Cincinnati, Ohio			
12	Cuyahoga, Ohio			
14	Denver, Colo			
15	Detroit, Mich			
20	Genesee, N. Y			
24	Indianapolis, Ind			
25	Kansas City, Mo			
26	Key West, Fla			
27	Louisville, Ky			
30	Minnesota, Minn			
32	New Haven, Conn	252,014	6,176	
34	New Orleans, La			
35	New York, N. Y	425,848,320	9,865,787	157
36	Omaha, Nebr			
39	Paso del Norte, Tex. and N. Mex			
40	Philadelphia, Pa	17,412,782	351,782	
43	Portland and Falmouth, Me	3,097,987	75,888	
46	Saint Louis, Mo			
47	Salem and Beverly, Mass			
50	San Francisco, Cal	84,738	2,113	24
54	Willamette, Oregon	500	15	6
	Total	534,732,130	12,505,624	187

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.										
TOBACCO, AND MANUFACTURES OF.					VEGETABLES.					
Leaf.		Manufactures of.			Beans and pease.		Pickles and sauces.	All other.		
		Cigars, cigarettes, and cheroots.		All other.				In their natural state, or in salt or brine.	Prepared or preserved.	
Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Dollars.*	*Bushels.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
5,276	2,702	.....	.....	.....	.....	.....	.....	.....	.....	1
102,476	43,870	1,628	2,298	.....	.....	.....	.....	.....	.....	2
99,601	32,296	1,578	2,793	.....	.....	.....	.....	66	.....	5
521	167	.....	.....	.....	.....	.....	.....	.....	.....	7
117,398	36,588	5,184	8,173	198	.....	.....	70	.....	.....	9
8,149	2,925	61	109	.....	.....	.....	.....	.....	.....	10
6,713	2,602	.....	.....	.....	.....	.....	.....	.....	.....	12
5,668	2,267	.....	.....	.....	.....	.....	.....	.....	.....	14
99,864	53,525	.....	.....	.....	.....	.....	.....	.....	.....	15
33,297	4,901	.....	.....	.....	.....	.....	.....	.....	.....	20
1,519	600	124	291	.....	.....	.....	.....	.....	.....	24
3,753	1,085	.....	.....	.....	.....	.....	.....	.....	.....	25
193,520	80,262	.....	.....	.....	.....	.....	.....	.....	.....	26
5,331	1,765	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	100	224	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
84,943	18,401	58	27	13	.....	.....	73	.....	2,087	34
4,915,042	2,360,177	17,060	46,515	17,350	10,434	6,601	171	.....	4,507	35
315	150	.....	.....	.....	.....	.....	.....	.....	.....	36
2,074	627	.....	.....	.....	.....	.....	.....	.....	.....	39
303,778	82,927	150	579	490	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
3,111	1,785	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	233	118	.....	.....	.....	.....	.....	.....	47
88,740	41,616	7,586	14,073	11,389	.....	.....	2,650	.....	1,601	50
.....	.....	.....	.....	830	.....	.....	9	5	17	54
6,081,089	2,771,238	33,762	75,200	30,270	10,434	6,601	2,973	71	8,212	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		WINES.			
		Champagne, and other sparkling.		Still wines. In casks.	
		Dozens.	*Dollars.*	*Gallons.*	*Dollars.*
1	Albany, N. Y	.....	.....	1,002	679
2	Baltimore, Md	157	1,013	8,685	9,583
5	Boston and Charlestown, Mass	2,381	35,786	35,335	26,709
7	Buffalo Creek, N. Y	.....	.....	.....	.....
9	Chicago, Ill	116	1,065	15,808	11,266
10	Cincinnati, Ohio	56	529	1,487	1,026
12	Cuyahoga, Ohio	10	59	2,025	1,292
15	Detroit, Mich	.....	.....	1,357	343
19	Galveston, Tex	16	88	.....	.....
20	Genesee, N. Y	.....	.....	4,452	2,566
21	Georgetown, D. C	.....	.....	1,236	937
23	Hartford, Conn	.....	.....	1,799	1,577
25	Kansas City, Mo	.....	.....	148	493
27	Louisville, Ky	60	445	6,938	5,168
29	Milwaukee, Wis	.....	.....	81	48
30	Minnesota, Minn	.....	.....	257	273
31	New Bedford, Mass	.....	.....	356	652
32	New Haven, Conn	.....	.....	99	43
34	New Orleans, La	139	1,793	29,292	17,744
35	New York, N. Y	22,339	324,487	463,874	285,191
37	Oswegatchie, N. Y	6	80	274	257
38	Oswego, N. Y	.....	.....	.....	.....
40	Philadelphia, Pa	778	8,059	50,409	26,492
43	Portland and Falmouth, Me	.....	.....	270	180
44	Providence, R. I	.....	.....	855	484
46	Saint Louis, Mo	.....	.....	5,235	3,599
48	Saluria, Tex	6	70	.....	.....
50	San Francisco, Cal	4,137	49,740	37,747	24,895
51	Savannah, Ga	.....	.....	1,157	428
52	Vermont, Vt	.....	.....	.....	.....
54	Willamette, Oregon	128	1,443	503	749
	Total	30,329	424,657	670,681	422,674

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.			
		Unmanufactured.			
		Clothing wools.		Combing wools.	
		Pounds.	*Dollars.*	*Pounds.*	*Dollars.*
2	Baltimore, Md	.....	.....	.....	.....
4	Bath, Me	278,107	54,669	.....	.....
5	Boston and Charlestown, Mass	2,837,875	577,302	274,218	69,155
9	Chicago, Ill	.....	.....	.....	.....
10	Cincinnati, Ohio	.....	.....	.....	.....
20	Genesee, N. Y	4,460	550	.....	.....
23	Hartford, Conn	210,779	46,259	.....	.....
27	Louisville, Ky	.....	.....	.....	.....
32	New Haven, Conn	.....	.....	.....	.....
34	New Orleans, La	.....	.....	.....	.....
35	New York, N. Y	2,086,890	318,646	585,731	148,194
40	Philadelphia, Pa	139,555	30,777	187,299	38,119
44	Providence, R. I	.....	.....	.....	.....
50	San Francisco, Cal	.....	.....	.....	.....
54	Willamette, Oregon	.....	.....	.....	.....
	Total	5,557,666	1,028,203	1,047,248	255,468

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.								
WINES.		WOOD, AND MANUFACTURES OF.						
Still wines.		Unmanufactured, not elsewhere specified.	Lumber.			Manufactures of.		
In bottles.			Boards, planks, deals, and other sawed lumber.		Other lumber.	Cabinet ware and house furniture.	All other.	
Dozens.	*Dollars.*	*Dollars.*	*M feet.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	.....	.....	.....	1
191	1,078	.....	.....	.....	.....	.....	3,377	2
573	5,859	.....	2,371	38,732	.....	.....	590	5
.....	.....	.....	.....	.....	.....	.....	80	7
963	4,086	.....	.....	.....	.....	51	13	9
261	1,864	.....	.....	.....	.....	.....	.....	10
137	546	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	115	.....	19
50	120	.....	.....	.....	.....	.....	6	20
.....	.....	.....	.....	.....	.....	.....	77	21
.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	25
18	129	.....	.....	.....	.....	.....	390	27
.....	.....	.....	.....	.....	.....	.....	.....	29
13	139	.....	.....	.....	.....	.....	.....	30
13	101	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	12	184	.....	.....	.....	32
1,575	5,046	.....	.....	.....	.....	.....	57	34
25,932	132,343	.....	13,465	162,704	.....	14,622	5,153	35
7	21	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	214	4,282	.....	.....	.....	38
82	862	15	.....	.....	.....	97	10,755	40
.....	.....	.....	2,580	15,855	585	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	44
15	57	.....	.....	.....	.....	.....	.....	46
25	55	.....	.....	.....	.....	.....	.....	48
1,977	6,711	.....	.....	.....	.....	.....	469	50
.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	1,143	15,067	.....	.....	.....	52
57	506	.....	.....	.....	.....	.....	.....	54
31,889	159,523	15	19,785	236,824	585	14,885	20,967	

DUTIABLE.									
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.									
Unmanufactured.		Manufactures of.							
Carpet and other similar wools.		Carpets and carpeting of all kinds.		Clothing, ready-made, and other wearing-apparel, except shawls and knit goods.	Cloths.		Dress goods, women's and children's.		
Pounds.	*Dollars.*	*Sq. yards.*	*Dollars.*	*Dollars.*	*Pounds.*	*Dollars.*	*Sq. yards.*	*Dollars.*	
.....	.....	.....	.....	.....	130	184	190	108	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	4
4,881,169	573,634	.....	.....	.....	33,350	37,596	343,485	91,913	5
.....	.....	144	620	4,945	7,056	7,177	372,775	66,839	9
.....	.....	.....	.....	.....	.....	.....	13,060	3,682	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	73	.....	.....	12	3	27
.....	.....	.....	.....	.....	1,676	1,888	.....	.....	32
.....	.....	.....	.....	.....	917	835	.....	.....	34
8,900,304	1,134,153	85,675	149,660	13,130	269,771	345,049	5,153,362	1,029,640	35
319,268	42,332	7,489	7,932	1,456	27,731	24,679	327,079	116,223	40
.....	.....	.....	.....	.....	359	661	.....	.....	44
5,993	562	.....	.....	.....	10,678	11,997	55,364	13,191	50
.....	.....	.....	.....	62	.....	.....	.....	.....	54
14,106,734	1,750,681	93,308	158,212	19,666	351,668	430,066	6,265,327	1,321,599	

No. 21.—*IMPORTED MERCHANDISE* **REMAINING IN WARE**

	CUSTOMS DISTRICTS AND PORTS.	DUTIABLE.			
		WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.			
		Manufactures of.			
		Knit goods.	Rags, shoddy, mungo, waste, and flocks.		Shawls.
		Dollars.	*Pounds.*	*Dollars.*	*Dollars.*
1	Albany, N. Y				
2	Baltimore, Md				
3	Bangor, Me				
4	Bath, Me				
5	Boston and Charlestown, Mass	2,286	55,755	17,219	3,902
6	Brazos de Santiago, Tex				
7	Buffalo Creek, N. Y				
8	Charleston, S. C				
9	Chicago, Ill	8,097			22,729
10	Cincinnati, Ohio				
11	Corpus Christi, Tex				
12	Cuyahoga, Ohio				
13	Delaware, Del				
14	Denver, Colo				
15	Detroit, Mich				
16	Erie, Pa				
17	Fernandina, Fla				
18	Frenchman's Bay, Me				
19	Galveston, Tex				
20	Genesee, N. Y		69,071	30,197	
21	Georgetown, D. C				
22	Gloucester, Mass				
23	Hartford, Conn		26,532	11,529	
24	Indianapolis, Ind				
25	Kansas City, Mo				
26	Key West, Fla				
27	Louisville, Ky				
28	Memphis, Tenn				
29	Milwaukee, Wis				
30	Minnesota, Minn				
31	New Bedford, Mass				
32	New Haven, Conn				
33	New London, Conn				
34	New Orleans, La				3,058
35	New York, N. Y	28,669	40,708	16,104	52,060
36	Omaha, Nebr				
37	Oswegatchie, N. Y				
38	Oswego, N. Y				
39	Paso del Norte, Tex. and N. Mex				
40	Philadelphia, Pa	14,348	19,727	7,493	8,164
41	Pittsburgh, Pa				
42	Plymouth, Mass				
43	Portland and Falmouth, Me				
44	Providence, R. I				
45	Saint Joseph, Mo				
46	Saint Louis, Mo				
47	Salem and Beverly, Mass				
48	Saluria, Tex				
49	San Diego, Cal				
50	San Francisco, Cal				
51	Savannah, Ga				
52	Vermont, Vt				
53	Wheeling, W. Va				
54	Willamette, Oreg				
55	Wilmington, N. C				
56	Wiscasset, Me				
	Total	53,400	211,793	82,542	89,913

HOUSE, *by* **CUSTOMS DISTRICTS,** *June* 30, **1887**—Continued.

DUTIABLE.					RECAPITULATION.			
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF.			ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF.	All other dutiable articles.	TOTAL DUTIABLE.	TOTAL FREE OF DUTY.	TOTAL VALUE OF IMPORTED MERCHANDISE REMAINING IN WAREHOUSE.	
Manufactures of.			Manufactures of.					
Yarns.	All other.							
Pounds.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	3,885	1,111	4,996	1
.....	.....	341	.....	184	170,533	65,512	236,045	2
.....	.....	.....	.....	.....	163	190	353	3
.....	.....	.....	.....	.....	55,402	.....	55,402	4
11,875	13,647	29,836	.....	3,588	4,673,905	50,073	4,723,978	5
.....	.....	.....	.....	.....	110	.....	110	6
.....	.....	.....	.....	.....	2,344	.....	2,344	7
.....	.....	.....	.....	.....	397	.....	397	8
572	302	18,603	92	1,398	402,083	42,084	444,167	9
.....	.....	5,089	.....	.....	42,958	153,995	196,953	10
.....	.....	.....	.....	.....	337	.....	337	11
.....	.....	.....	.....	.....	16,921	.....	16,921	12
.....	.....	.....	.....	.....	178	.....	178	13
.....	.....	.....	.....	.....	2,267	1,618	3,885	14
.....	.....	.....	.....	.....	60,087	.....	60,087	15
.....	.....	.....	.....	.....	30	.....	30	16
.....	.....	.....	.....	.....	23,896	.....	23,896	17
.....	.....	.....	.....	.....	324	.....	324	18
.....	.....	.....	.....	.....	666	10,426	11,092	19
219	127	.....	.....	.....	43,447	3,492	46,939	20
.....	.....	.....	.....	.....	2,800	.....	2,800	21
.....	.....	.....	.....	.....	14,200	.....	14,200	22
.....	.....	.....	.....	.....	62,188	809	62,997	23
.....	.....	.....	.....	.....	891	2,669	3,560	24
.....	.....	.....	.....	.....	4,576	2,953	7,529	25
.....	.....	.....	.....	.....	80,262	.....	80,262	26
.....	.....	3	.....	194	15,884	270,030	285,914	27
.....	.....	.....	.....	.....	263	4,853	5,116	28
.....	.....	.....	.....	.....	111	6,272	6,383	29
.....	.....	.....	.....	.....	462,275	7,796	470,071	30
.....	.....	.....	.....	.....	753	.....	753	31
.....	.....	.....	.....	1,001	35,383	590	35,973	32
.....	.....	.....	.....	.....	30,768	.....	30,768	33
.....	.....	1,674	.....	1,368	145,088	27,985	173,073	34
276,890	141,776	783,789	268	149,348	26,031,587	370,579	26,402,166	35
.....	.....	.....	.....	.....	226	462	688	36
.....	.....	.....	.....	106	1,358	.....	1,358	37
.....	.....	.....	.....	.....	22,662	.....	22,662	38
.....	.....	.....	.....	.....	627	.....	627	39
100,580	59,602	35,093	.....	11,756	1,472,267	73,586	1,545,853	40
.....	.....	.....	.....	.....	75,914	56,894	132,808	41
.....	.....	.....	.....	.....	38,443	.....	38,443	42
.....	.....	.....	.....	.....	163,585	5,023	168,608	43
.....	.....	.....	.....	.....	5,466	.....	5,466	44
.....	.....	.....	.....	.....	20	6,622	6,642	45
.....	.....	.....	.....	.....	9,495	39,299	48,794	46
.....	.....	.....	.....	.....	118	.....	118	47
.....	.....	.....	.....	.....	751	.....	751	48
.....	.....	.....	.....	.....	16	24	40	49
1,605	1,123	4,425	.....	459	945,328	79,545	1,024,873	50
.....	.....	.....	.....	3	9,510	.....	9,510	51
.....	.....	.....	.....	.....	15,067	.....	15,067	52
.....	.....	.....	.....	.....	.....	840	840	53
.....	.....	.....	.....	9	21,457	2	21,459	54
.....	.....	.....	.....	.....	130	.....	130	55
.....	.....	.....	.....	.....	2,925	.....	2,925	56
391,741	216,577	878,853	360	169,414	35,172,327	1,285,334	36,457,661	

No. 22.—SUMMARY *of* IMPORTED MERCHANDISE **REMAINING IN WAREHOUSE** *June* 30, **1887** *and* **1886,** *respectively.*

ARTICLES.	Quantities. June 30— 1887.	Quantities. June 30— 1886.	Values. June 30— 1887.	Values. June 30— 1886.
Free of duty.				
			Dollars.	*Dollars.*
Spirits, distilled, the manufacture of the United States, returned	1,180,765	91,301	1,207,985	75,717
All other free articles	.....	.....	77,349	309,846
Total free of duty	.....	.....	1,285,334	385,563
Dutiable.				
ANIMALS, NOT ELSEWHERE SPECIFIED:				
Horses ..... No.	1	1	1,000	200
Art-works, not elsewhere specified: Paintings, in oil or water colors, and statuary	.....	.....	248,150	73,819
Books, maps, engravings, etchings, and other printed matter, not elsewhere specified	.....	.....	7,410	1,936
Brass, and manufactures of	.....	.....	4,772	2,189
BREADSTUFFS:				
Barley ..... bush.	30,236	83,320	20,033	62,388
Rye ..... bush.	1,440	118,567	869	85,734
Wheat ..... bush.	11,016	80,183	8,903	63,659
All other breadstuffs, and preparations of, used as food, not elsewhere specified	.....	.....	103	107
Total	.....	.....	29,908	211,888
Bristles ..... lbs.	96,343	98,455	71,733	81,713
Brushes	.....	.....	399	314
Buttons, except of brass, gilt, or silk, and button-molds, and button materials made in patterns or cut for buttons exclusively	.....	.....	18,509	37,228
Cement ..... bbls.	3,878	6,551	4,035	7,169
CHEMICALS, DRUGS, DYES, AND MEDICINES, NOT ELSEWHERE SPECIFIED:				
Coal-tar colors and dyes	.....	.....	52,604	73,012
Glycerine ..... lbs.	1,187,245	584,925	112,011	35,185
Logwood and other dye-woods, extracts and decoctions of ..... lbs.	118,520	92,460	7,774	7,501
Opium—				
Crude ..... lbs.	157,952	119,632	385,711	252,319
Prepared for smoking ..... lbs.	17,507	12,177	146,275	112,723
Potash, nitrate of, or saltpeter, crude ..... lbs.	2,264,453	3,126,224	66,928	90,694
Soda—				
Bicarbonate of ..... lbs.	16,246	26,431	257	497
Carbonate, including sal-soda and soda-ash ..... lbs.	422,479	1,803,507	3,604	18,520
Caustic ..... lbs.	1,046,184	1,394,598	21,018	27,792
All other salts of ..... lbs.	12,938	2,001	156	20
Total ..... lbs.	1,497,847	3,226,537	25,035	46,829
Sumac, ground ..... lbs.	346,644	156,824	7,669	3,953
All other	.....	.....	167,028	199,625
Total chemicals, drugs, etc	.....	.....	971,035	821,841
Clays or earths of all kinds, including china-clay, or kaoline ..... tons.	390	7	2,172	72
CLOCKS AND WATCHES, AND PARTS OF:				
Clocks, and parts of	.....	.....	970	2,179
Watches, and parts of, and watch materials and movements	.....	.....	3,319	3,974
Total	.....	.....	4,289	6,153
Coal, bituminous ..... tons.	.....	2,345	.....	3,955

No. 22.—SUMMARY *of* IMPORTED MERCHANDISE **REMAINING IN WAREHOUSE** *June* 30, **1887** *and* **1886,** *respectively*—Continued.

ARTICLES.	Quantities. June 30— 1887.	Quantities. June 30— 1886.	Values. June 30— 1887.	Values. June 30— 1886.
Dutiable—Continued.				
COPPER, AND MANUFACTURES OF:			*Dollars.*	*Dollars.*
Pigs, bars, ingots, old, and other unmanufactured ..... lbs..	434,699	439,694	34,335	34,634
All other manufactures of	.....	.....	22,530	8,612
Total	.....	.....	56,865	43,246
Corsets	.....	.....	51,396	51,433
COTTON, MANUFACTURES OF:				
Cloths—				
Not bleached, dyed, colored, stained, painted, or printed ..... sq. yards..	9,718	52,354	925	5,773
Bleached, dyed, colored, stained, painted, or printed ..... sq. yards..	289,329	543,491	26,498	62,385
Total ..... sq. yards..	299,047	595,845	27,423	68,158
Clothing, ready-made, and other wearing-apparel, not including knit goods	.....	.....	33,086	31,901
Embroideries, laces, insertings, trimmings, and lace window-curtains	.....	.....	93,707	438,616
Knit goods: Stockings, hose, half-hose, shirts, drawers, and all goods made, fashioned, or shaped on knitting machines, or frames, or knit by hand	.....	.....	267,177	167,123
Thread (not on spools), yarn, warps, or warp-yarn ..... lbs..	8,057	6,067	3,135	3,185
All other	.....	.....	453,442	544,274
Total cotton, manufactures of	.....	.....	877,970	1,253,257
EARTHEN, STONE, AND CHINA WARE:				
China, porcelain, parian, and bisque, earthen, stone, and crockery ware—				
Not decorated or ornamented	.....	.....	51,131	46,443
Decorated or ornamented	.....	.....	79,137	70,509
All other	.....	.....	14,022	34,704
Total	.....	.....	144,290	151,656
FANCY ARTICLES:				
Beads (except amber) and bead ornaments	.....	.....	61,974	52,552
Dolls and other toys	.....	.....	15,559	16,345
Fans, except palm-leaf	.....	.....	1,862	4,715
Feathers, ornamental, natural	.....	.....	41,461	55,223
Feathers and flowers, artificial	.....	.....	4,328	3,711
Perfumeries, cosmetics, and all toilet preparations	.....	.....	19,203	21,240
Pipes of all kinds, and smokers' articles	.....	.....	537	5,255
All other	.....	.....	15,379	11,399
Total	.....	.....	160,303	170,440
FISH, NOT ELSEWHERE SPECIFIED:				
Anchovies and sardines, packed in oil or otherwise	.....	.....	102,706	130,327
Cod, haddock, hake, and pollock, dried, smoked, or pickled ..... lbs..	216,413	354,978	6,130	9,625
Herring—				
Dried and smoked ..... lbs..	22,019	.....	420	.....
Pickled or salted ..... bbls..	569	3,000	2,229	10,662
Mackerel, pickled ..... bbls..	3,524	5,323	26,661	23,548
Salmon, pickled ..... bbls..	20	.....	331	.....
All other	.....	.....	17,613	8,292
Total	.....	.....	156,090	182,454
FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF:				
Unmanufactured—				
Flax ..... tons..	126	93	31,380	22,677
Hemp, and all substitutes for hemp .... tons..	4,301	1,983	508,761	264,280

No. 22.—SUMMARY *of* IMPORTED MERCHANDISE **REMAINING IN WAREHOUSE** *June* 30, **1886** *and* **1887,** *respectively*—Continued.

ARTICLES.	Quantities. June 30— 1887.	Quantities. June 30— 1886.	Values. June 30— 1887.	Values. June 30— 1886.
Dutiable—Continued.				
FLAX, HEMP, JUTE, AND OTHER VEGETABLE SUBSTANCES, AND MANUFACTURES OF—Continued.				
Unmanufactured—Continued.			*Dollars.*	*Dollars.*
Jute.....tons..	2,954	4,251	92,064	156,262
Sisal-grass, and other vegetable substances.....tons..	121	1,375	13,284	84,257
Total.....tons..	7,502	7,702	645,489	527,476
Manufactures of flax, hemp, or jute, or of which flax, hemp, or jute shall be the component material of chief value—				
Bags and bagging, and like manufactures....	.....	.....	96,437	64,345
Burlaps (except for bagging for cotton).....	.....	.....	101,371	54,849
Brown or bleached linens, ducks, canvas, paddings, cot-bottoms, diapers, crash, huckabacks, handkerchiefs, and lawns ...	.....	.....	405,333	566,487
Cables and cordage.....lbs..	5,674	43,439	253	3,925
Thread, twine, and pack-thread.....	.....	.....	20,995	17,583
Yarns.....lbs..	124,161	286,115	10,366	13,422
All other.....	.....	.....	69,474	77,454
Total.....	.....	.....	704,229	798,065
FRUITS, INCLUDING NUTS, NOT ELSEWHERE SPECIFIED:				
Figs.....lbs..	20,761	75,945	1,146	3,365
Prunes.....lbs..	25,132,889	4,865,793	811,713	122,377
Raisins.....lbs..	176,534	706,852	9,538	50,937
Preserved fruits.....	.....	.....	154,543	86,287
All other fruits.....	.....	.....	97,188	192,389
Nuts—				
Almonds.....lbs..	1,911,460	1,499,961	196,574	161,943
All other.....	.....	.....	68,394	44,339
Total.....	.....	.....	1,339,096	661,637
Furs, dressed on the skin, and manufactures of fur ..	.....	.....	622,018	489,258
GLASS AND GLASSWARE:				
Bottles, vials, demijohns, carboys, and jars, empty or filled.....	.....	.....	28,473	15,856
Cylinder, crown, and common window glass, unpolished.....lbs..	3,308,179	2,402,753	54,536	47,497
Plate glass—				
Unsilvered.....sq. feet..	58,366	92,597	18,657	29,690
Silvered.....sq. feet..	4,312	8,954	1,640	3,947
All other.....	.....	.....	85,356	51,428
Total.....	.....	.....	188,662	148,418
Hair, not elsewhere specified, and manufactures of..	.....	.....	14,105	10,274
Hats, bonnets, and hoods, and materials for.....	.....	.....	157,474	301,466
Hops.....lbs..	1,453,430	5,694	225,625	811
India-rubber and gutta-percha, manufactures of.....	.....	.....	22,242	19,967
IRON AND STEEL, AND MANUFACTURES OF:				
Ore, iron.....tons..	.....	1,941	.....	4,121
Pig-iron.....tons..	5,376	10,553	81,535	146,932
Scrap, fit only to be remanufactured—				
Iron, wrought and cast.....tons..	18,311	9,460	251,682	121,064
Steel.....tons..	970	150	13,316	1,877
Bar-iron, rolled or hammered..... lbs..	6,831,155	13,784,379	151,184	294,706
Bars, railway, of steel, or in part of steel.....tons..	27,111	.....	481,087	.....
Cotton-ties, or hoops for bailing purposes, of iron and steel.....lbs .	848,099	490,850	10,657	7,803
Hoops, bands, strips, sheets, and plates, of steel.....lbs..	16,393	.....	1,058	.....
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms not elsewhere specified.....lbs..	6,660,785	1,435,064	53,320	15,550
Sheet, plate, and taggers' iron.....lbs..	2,974,995	2,400,009	178,108	159,019
Tin-plates, terne-plates, or taggers' tin..... lbs..	12,306,955	11,046,926	367,563	359,962

No. 22.—SUMMARY *of* IMPORTED MERCHANDISE **REMAINING IN WAREHOUSE** *June* 30, **1887** *and* **1886,** *respectively*—Continued.

ARTICLES.	Quantities. June 30— 1887.	Quantities. June 30— 1886.	Values. June 30— 1887.	Values. June 30— 1886.
Dutiable—Continued.				
IRON AND STEEL, AND MANUFACTURES OF—Continued.				
Wire rods (rivet, screw, nail, and fence), round, in coils and loops, of iron or steel.....lbs..	6,314,277	12,346,137	*Dollars.* 80,817	*Dollars.* 168,237
Wire, and wire rope and strand, iron or steel..lbs..	275,899	333,541	9,075	10,473
Manufactures of, not elsewhere specified:				
Anvils, axles, and forgings, of iron or steel.....lbs..	36,258	20,311	1,457	835
Chains, of iron or steel.....lbs..	12,793	24,276	732	1,246
Cutlery.....	.....	.....	5,182	11,790
Files, file-blanks, rasps, and floats.....	.....	.....	.....	23
Fire-arms.....	.....	.....	36,350	58,303
Machinery.....	.....	.....	14,281	24,302
Needles.....	.....	.....	2,945	1,777
All other.....	.....	.....	26,060	22,740
Total, not including iron ore.....	.....	.....	1,766,409	1,406,639
JEWELRY, MANUFACTURES OF GOLD AND SILVER, AND PRECIOUS STONES:				
Jewelry, and manufactures of gold and silver...	.....	.....	6,252	46,980
Precious stones, not elsewhere specified, and imitations of, not set.....	.....	.....	395	287
Lead, and manufactures of.....	.....	.....	12,427	80,923
LEATHER, AND MANUFACTURES OF:				
Leather—				
Calf-skins, tanned or tanned and dressed....	.....	.....	234,447	260,340
Skins for morocco.....	.....	.....	53,498	42,274
Upper-leather of all other kinds, dressed, and skins, dressed and finished.....	.....	.....	133,616	126,285
Total.....	.....	.....	421,561	428,899
Manufactures of—				
Gloves, kid and leather.....	.....	.....	127,432	119,539
All other.....	.....	.....	5,002	9,127
Total.....	.....	.....	132,434	128,666
MALT-LIQUORS:				
In bottles or jugs.....galls..	42,878	56,564	35,724	48,271
Not in bottles or jugs.....galls..	6,435	10,228	2,488	4,596
Total.....galls..	49,313	66,792	38,212	52,867
MARBLE AND STONE, AND MANUFACTURES OF:				
Marble and manufactures of, not elsewhere specified.....	.....	.....	26,625	43,097
Stone and manufactures of, including slate.....	.....	.....	1,563	464
Total.....	.....	.....	28,188	43,561
METALS, METAL COMPOSITIONS, AND MANUFACTURES OF, NOT ELSEWHERE SPECIFIED:				
Bronze manufactures.....	.....	.....	2,803	5,126
All other.....	.....	.....	95,394	106,280
Total.....	.....	.....	98,197	111,406
Mineral substances, not elsewhere specified.....	.....	.....	5,484	3,722
Musical instruments, and parts of.....	.....	.....	46,545	34,383
OILS, NOT ELSEWHERE SPECIFIED:				
Animal: Whale and fish.....galls..	6,461	22,641	3,656	11,256
Mineral.....galls..	1	1	3	3
Vegetable—				
Fixed or expressed—				
Olive..... galls..	33,198	18,357	25,352	20,892
Other.....galls..	41,180	75,339	14,274	26,712
Volatile or essential.....lbs..	2,220	3,536	6,546	19,917
Total.....	.....	.....	49,831	78,780

No. 22.—SUMMARY *of* IMPORTED MERCHANDISE **REMAINING IN WAREHOUSE** *June* 30, **1887** *and* **1886,** *respectively*—Continued.

ARTICLES.	Quantities. June 30— 1887.	Quantities. June 30— 1886.	Values. June 30— 1887.	Values. June 30— 1886.
Dutiable—Continued.			*Dollars.*	*Dollars.*
Paints and colors	.....	.....	8,939	18,173
Paper, and manufactures of	.....	.....	20,489	13,053
PROVISIONS, COMPRISING MEAT AND DAIRY PRODUCTS:				
Meat products—				
Meats, prepared, of all kinds, and meat extracts	.....	.....	5,178	8,256
All other	.....	.....	.....	1,569
Dairy products—				
Cheese ... lbs.	6,237	9,027	955	1,347
Milk, preserved or condensed	.....	.....	635	4,916
Total	.....	.....	6,768	16,088
RICE, NOT ELSEWHERE SPECIFIED:				
Rice ... lbs.	13,702,849	10,484,428	280,413	220,366
Rice, granulated, or rice-meal ... lbs.	941,515	735,550	15,463	12,353
Total ... lbs.	14,644,364	11,219,978	295,876	232,719
Salt ... lbs.	52,007,540	63,285,098	53,291	74,390
SEEDS, NOT MEDICINAL, NOT ELSEWHERE SPECIFIED:				
All other	.....	.....	1,927	4,498
SILK, MANUFACTURES OF:				
Clothing, ready-made, and other wearing-apparel	.....	.....	40,494	38,633
Dress and piece goods	.....	.....	292,697	679,852
Laces	.....	.....	30,207	44,617
Ribbons	.....	.....	11,296	94,436
All other	.....	.....	885,324	351,779
Total	.....	.....	1,260,018	1,209,317
SOAP:				
Fancy, perfumed, and all descriptions of toilet soap ... lbs.	181	6,266	46	1,707
All other	.....	.....	10,561	9,410
Total	.....	.....	10,607	11,117
Spices, ground ... lbs.	2,160	8,484	630	2,178
SPIRITS, DISTILLED, AND SPIRITUOUS COMPOUNDS:				
Brandy ... proof galls.	151,528	216,040	367,989	508,327
All other ... proof galls.	295,560	338,501	214,568	235,544
Total ... proof galls.	447,088	554,541	582,557	743,871
Sponges	.....	.....	51,862	68,721
SUGAR, MOLASSES, SUGAR CANDY, AND CONFECTIONERY:				
Molasses ... galls.	2,329,474	2,611,179	408,702	435,953
Sugar, Dutch standard in color: Not above No. 13, and tank bottoms, sirups, melada, etc. ... lbs.	534,732,130	443,738,444	12,505,624	12,675,324
Sugar candy and confectionery	.....	.....	187	.....
Total	.....	.....	12,914,513	13,111,277
TOBACCO, AND MANUFACTURERS OF:				
Manufactures of—				
Cigars, cigarettes, and cheroots ... lbs.	33,762	46,592	75,200	82,003
All other	.....	.....	30,270	12,922
Total	.....	.....	105,470	94,925
VEGETABLES:				
Beans and pease ... bush.	10,434	89,113	6,601	55,868
Pickles and sauces	.....	.....	2,973	3,545
All other—				
In their natural state, or in salt or brine	.....	.....	71	68
Prepared or preserved	.....	.....	8,212	19,522
Total	.....	.....	17,857	79,003

No. 22.—SUMMARY *of* IMPORTED MERCHANDISE **REMAINING IN WAREHOUSE** *June* 30, **1887** *and* **1886,** *respectively*—Continued.

ARTICLES.	Quantities. June 30— 1887.	Quantities. June 30— 1886.	Values. June 30— 1887.	Values. June 30— 1886.
Dutiable—Continued.				
WINES:			*Dollars.*	*Dollars.*
Champagne, and other sparkling.....doz..	30, 329	32, 039	424, 657	431, 839
Still wines—				
In casks.....galls..	670, 681	908, 650	422, 674	576, 888
In bottles.....doz..	31, 889	38, 026	159, 523	180, 351
Total.....	.....	.....	1, 006, 854	1, 189, 078
WOOD, AND MANUFACTURES OF:				
Unmanufactured, not elsewhere specified.....	.....	.....	15	15
Lumber—				
Boards, planks, deals, and other sawed lumber.....M feet..	19, 785	24, 261	236, 824	282, 184
Other lumber.....	.....	.....	585	2, 918
Manufactures of—				
Cabinet-ware and house-furniture.....	.....	.....	14, 885	17, 790
All other.....	.....	.....	20, 967	21, 644
Total.....	.....	.....	273, 276	324, 551
WOOLS, HAIR OF THE ALPACA, GOAT, AND OTHER LIKE ANIMALS, AND MANUFACTURES OF:				
Unmanufactured—				
Clothing wools.....lbs..	5, 557, 666	15, 739, 510	1, 028, 203	2, 496, 812
Combing wools.....lbs..	1, 047, 248	1, 051, 287	255, 468	187, 141
Carpet and other similar wools..... lbs..	14, 106, 734	11, 528, 155	1, 750, 681	1, 160, 727
Total..... lbs..	20, 711, 648	28, 318, 952	3, 034, 352	3, 844, 680
Manufactures of—				
Carpets and carpeting of all kinds..sq. yards..	93, 308	66, 160	158, 212	115, 048
Clothing, ready-made, and other wearing-apparel, except shawls and knit goods.....	.....	.....	19, 666	28, 793
Cloths..... lbs..	351, 668	296, 562	430, 066	359, 613
Dress-goods, women's and children's.sq. yds..	6, 265, 327	5, 325, 249	1, 321, 599	1, 023, 276
Knit goods.....	.....	.....	53, 400	95, 478
Rags, shoddy, mungo, waste, and flocks..lbs..	211, 793	271, 884	82, 542	89, 781
Shawls.....	.....	.....	89, 913	62, 875
Yarns.....lbs..	391, 741	427, 408	216, 577	213, 022
All other.....	.....	.....	878, 853	727, 262
Total.....	.....	.....	3, 250, 828	2, 715, 148
ZINC, SPELTER, OR TUTENEGUE, AND MANUFACTURES OF:				
In blocks or pigs, and old.....lbs..	.....	44, 823	.....	1, 584
Manufactures of.....	.....	.....	360	549
Total.....	.....	.....	360	2, 133
All other dutiable articles.....	.....	.....	169, 414	159, 153
TOTAL VALUE OF DUTIABLE MERCHANDISE.....	.....	.....	35, 172, 327	34, 680, 288
TOTAL VALUE OF MERCHANDISE FREE OF DUTY..	.....	.....	1, 285, 334	385, 563
TOTAL VALUE OF IMPORTED MERCHANDISE REMAINING IN WAREHOUSE.....	.....	.....	36, 457, 661	35, 065, 851

No. 23.—*Statement showing the TOTAL VALUES of* IMPORTED MERCHANDISE **MAINING** *in* **WAREHOUSE,** *by* **CUSTOMS**

	CUSTOMS DISTRICTS AND PORTS.	Remaining in warehouse July 1, 1886.	WAREHOUSED DURING THE YEAR—		Additions to previous entries by liquidation.	Total remaining in and entered warehouse.
			Of direct importation.	From other districts.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
1	Albany, N. Y	2,244	.....	541,639	.....	543,883
2	Apalachicola, Fla	1,090	.....	.....	.....	1,090
3	Baltimore, Md	200,333	1,074,302	39,866	59,435	1,373,936
4	Bangor, Me	16	.....	829	.....	845
5	Barnstable, Mass	.....	.....	5,990	.....	5,990
6	Bath, Me	47,488	52,382	129,552	.....	229,422
7	Belfast, Me	.....	.....	3,909	.....	3,909
8	Boston and Charlestown, Mass	6,324,563	20,126,711	775,810	656,620	27,883,704
9	Brazos de Santiago, Tex	.....	19	3,838	.....	3,857
10	Buffalo Creek, N. Y	372	431,292	38,376	.....	470,040
11	Cape Vincent, N. Y	.....	2,717	.....	.....	2,717
12	Castine, Me	21	1,680	1,259	12	2,972
13	Champlain, N. Y	.....	945,621	.....	.....	945,621
14	Charleston, S. C	.....	2,871	348	.....	3,219
15	Chicago, Ill	288,115	1,795,041	602,603	75,096	2,760,855
16	Cincinnati, Ohio	61,095	509,912	59,908	.....	630,915
17	Corpus Christi, Tex	283	71,091	2,282	.....	73,656
18	Cuyahoga, Ohio	8,931	35,564	76,352	37	120,884
19	Delaware, Del	118	222	20,671	.....	21,011
20	Denver, Colo	.....	6,198	1,523	.....	7,721
21	Detroit, Mich	58,365	215,045	38,104	9,486	321,000
22	Dubuque, Iowa	.....	.....	1,100	.....	1,100
23	Duluth, Minn	.....	106	1,196	.....	1,302
24	Erie, Pa	118	21,747	7,758	100	29,723
25	Fall River, Mass	.....	.....	96,437	.....	96,437
26	Fernandina, Fla	.....	23,896	.....	.....	23,896
27	Frenchman's Bay, Me	315	158	3,129	.....	3,602
28	Galveston, Tex	754	24,233	6,498	1,101	32,586
29	Genesee, N. Y	50,363	369,764	98,664	.....	518,791
30	Georgetown, D. C	2,078	5,856	19,237	.....	27,171
31	Gloucester, Mass	14,633	53,244	1,253	.....	69,130
32	Hartford, Conn	117,510	257,996	4,045	.....	379,551
33	Huron, Mich	.....	315,236	4,232	.....	319,468
34	Indianapolis, Ind	750	6,811	3,795	.....	11,356
35	Kansas City, Mo	4,515	11,873	21,845	.....	38,233
36	Kennebunk, Me	.....	.....	16	.....	16
37	Key West, Fla	33,801	649,204	23,404	37	706,446
38	Louisville, Ky	62,206	428,366	28,539	132	519,243
39	Machias, Me	.....	200	.....	.....	200
40	Memphis, Tenn	221	9,863	.....	848	10,932
41	Miami, Ohio	.....	.....	333	.....	333
42	Milwaukee, Wis	515	.....	36,625	5,023	42,163
43	Minnesota, Minn	4,364	891,005	134,109	577	1,030,055
44	Newark, N. J	.....	.....	1,745	.....	1,745
45	New Bedford, Mass	.....	753	128,152	.....	128,905
46	Newburyport, Mass	.....	.....	102	.....	102
47	New Haven, Conn	32,248	110,752	287,643	3,234	433,877
48	New London, Conn	23,255	87,172	.....	.....	110,427
49	New Orleans, La	281,063	971,689	69,494	26,384	1,348,630
50	New York, N. Y	23,948,436	83,142,680	2,481,955	1,117,228	110,690,299
51	Niagara, N. Y	.....	587,922	.....	.....	587,922
52	Norfolk and Portsmouth, Va	.....	46	579	.....	625
53	Omaha, Nebr	895	.....	42,964	.....	43,859
54	Oregon, Oregon	.....	.....	6	.....	6
55	Oswegatchie, N. Y	18,050	566,848	70	292	585,260
56	Oswego, N. Y	171,115	2,354,300	47,626	.....	2,573,041
57	Paso del Norte, Tex. and N. Mex	2,059	10,894	29,120	.....	42,073
58	Passamaquoddy, Me	.....	29,489	368	.....	29,857
59	Perth Amboy, N. J	39,821	.....	97,285	67	137,173
60	Philadelphia, Pa	2,049,838	11,913,001	157,639	546,380	14,657,858
61	Pittsburgh, Pa	29,589	157,802	367,694	.....	555,085
62	Plymouth, Mass	29,485	63,535	314,158	.....	407,178
63	Portland and Falmouth, Me	285,058	1,250,050	280,279	1,705	1,817,092
64	Portsmouth, N. H.	261	.....	136	.....	

WAREHOUSED, WITHDRAWN *from* **WAREHOUSE,** *and* **RE-DISTRICTS,** *during the* **Year** *ending June* 30, **1887.**

WITHDRAWN FROM WAREHOUSE DURING THE YEAR—						Deductions from previous entries by liquidation.	Remaining in warehouse June 30, 1887.	Total withdrawn from and remaining in warehouse.	
For exportation—				For transportation.	For consumption.				
To adjacent British provinces.	To Mexico.	To other foreign countries.	Total.						
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	538,887	.....	4,996	543,883	1
.....	.....	.....	.....	.....	1,090	.....	.....	1,090	2
55	696	4,173	4,924	224,148	831,235	77,584	236,045	1,373,936	3
.....	.....	.....	.....	.....	492	.....	353	845	4
.....	.....	.....	.....	.....	5,990	.....	.....	5,990	5
.....	.....	.....	.....	.....	174,020	.....	55,402	229,422	6
.....	.....	.....	.....	.....	3,909	.....	.....	3,909	7
220,076	1,080	721,834	942,990	431,208	21,050,937	734,591	4,723,978	27,883,704	8
.....	3,643	.....	3,643	.....	104	.....	110	3,857	9
3,382	.....	.....	3,382	425,389	38,925	.....	2,344	470,040	10
.....	.....	.....	.....	2,717	.....	.....	.....	2,717	11
.....	.....	.....	.....	833	2,123	16	.....	2,972	12
.....	.....	.....	.....	945,621	.....	.....	.....	945,621	13
.....	.....	.....	.....	.....	2,822	.....	397	3,219	14
4,378	.....	.....	4,378	34,255	2,202,842	75,213	444,167	2,760,855	15
.....	.....	.....	.....	29,807	404,152	3	196,953	630,915	16
.....	711	.....	711	72,092	516	.....	337	73,656	17
.....	.....	.....	.....	.....	103,903	60	16,921	120,884	18
.....	.....	.....	.....	.....	20,833	.....	178	21,011	19
.....	.....	.....	.....	.....	3,836	.....	3,885	7,721	20
36,254	.....	.....	36,254	8,106	207,067	9,486	60,087	321,000	21
.....	.....	.....	.....	.....	1,100	.....	.....	1,100	22
.....	.....	.....	.....	106	1,196	.....	.....	1,302	23
.....	.....	.....	.....	.....	29,681	12	30	29,723	24
.....	.....	.....	.....	.....	96,437	.....	.....	96,437	25
.....	.....	.....	.....	.....	.....	.....	23,896	23,896	26
.....	.....	.....	.....	.....	3,278	.....	324	3,602	27
.....	816	2,407	3,223	8,688	8,469	1,114	11,092	32,586	28
.....	.....	.....	.....	335	471,517	.....	46,939	518,791	29
.....	.....	.....	.....	.....	24,371	.....	2,800	27,171	30
.....	.....	.....	.....	3,086	51,844	.....	14,200	69,130	31
.....	.....	.....	.....	41,996	273,783	775	62,997	379,551	32
272,984	.....	.....	272,984	46,484	.....	.....	.....	319,468	33
.....	.....	.....	.....	.....	7,796	.....	3,560	11,356	34
.....	.....	.....	.....	.....	30,704	.....	7,529	38,233	35
.....	.....	.....	.....	.....	16	.....	.....	16	36
.....	.....	1,397	1,397	3,807	620,937	43	80,262	706,446	37
.....	.....	.....	.....	6,584	226,703	42	285,914	519,243	38
.....	.....	.....	.....	.....	200	.....	.....	200	39
.....	.....	.....	.....	.....	5,816	.....	5,116	10,932	40
.....	.....	.....	.....	.....	333	.....	.....	333	41
.....	.....	.....	.....	14	30,743	5,023	6,383	42,163	42
3,405	.....	.....	3,405	447,516	108,428	635	470,071	1,030,055	43
.....	.....	.....	.....	.....	1,745	.....	.....	1,745	44
.....	.....	1,463	1,463	.....	126,689	.....	753	128,905	45
.....	.....	.....	.....	.....	102	.....	.....	102	46
.....	.....	2,515	2,515	1,163	394,206	20	35,973	433,877	47
.....	.....	.....	.....	.....	79,659	.....	30,768	110,427	48
5,000	61,461	376,319	442,780	181,988	526,991	23,798	173,073	1,348,630	49
1,685,774	54,350	3,051,488	4,791,612	1,981,289	76,514,995	1,000,237	26,402,166	110,690,299	50
.....	.....	.....	.....	587,922	.....	.....	.....	587,922	51
.....	.....	.....	.....	.....	625	.....	.....	625	52
.....	.....	.....	.....	.....	43,171	.....	688	43,859	53
.....	.....	.....	.....	.....	6	.....	.....	6	54
17,022	.....	.....	17,022	565,678	421	781	1,358	585,260	55
30,940	.....	.....	30,940	703,014	1,816,425	.....	22,662	2,573,041	56
.....	40,909	.....	40,909	.....	537	.....	627	42,073	57
101	.....	.....	101	23,690	5,416	650	.....	29,857	58
.....	.....	.....	.....	.....	137,173	.....	.....	137,173	59
3,270	.....	29,242	32,512	62,051	12,253,883	763,559	1,545,853	14,657,858	60
.....	.....	.....	.....	.....	422,265	12	132,808	555,085	61
.....	.....	.....	.....	.....	368,735	.....	38,443	407,178	62
1,238	.....	302,520	303,758	137,913	1,202,095	4,718	168,608	1,817,092	63
.....	.....	.....	.....	.....	397	.....	.....	397	64

No. 23.—*IMPORTED MERCHANDISE* **WAREHOUSED,** *etc., by*

	CUSTOMS DISTRICTS AND PORTS.	Remaining in warehouse July 1, 1886.	WAREHOUSED DURING THE YEAR—		Additions to previous entries by liquidation.	Total remaining in and entered warehouse.
			Of direct importation.	From other districts.		
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
65	Providence, R. I	7,407	25,554	17,061	.....	50,022
66	Saint Joseph, Mo	.....	12,850	395	.....	13,245
67	Saint Louis, Mo	18,783	326,098	229,868	.....	574,749
68	Salem and Beverly, Mass	9,489	.....	876	.....	10,365
69	Saluria, Tex	.....	28	912	.....	940
70	San Diego, Cal	.....	.....	162	.....	162
71	San Francisco, Cal	788,500	2,912,107	191,284	135,993	4,027,884
72	Savannah, Ga	12,519	18,870	1,323	.....	32,712
73	Teche, La	.....	1,330	603	.....	1,933
74	Vermont, Vt	17,654	696,222	7,494	.....	721,370
75	Waldoborough, Me	.....	.....	752	.....	752
76	Wheeling, W. Va	.....	.....	6,606	.....	6,606
77	Willamette, Oregon	22,237	22,334	23,981	.....	68,552
78	Wilmington, N. C	408	130	.....	.....	538
79	Wiscasset, Me	1,504	1,836	2,983	.....	6,323
80	Yorktown, Va	.....	608	.....	.....	608
	Total	35,065,851	133,605,126	7,626,389	2,639,787	178,937,153

CUSTOMS DISTRICTS—Year *ending June* 30, **1887**—Continued.

WITHDRAWN FROM WAREHOUSE DURING THE YEAR—						Deductions from previous entries by liquidation.	Remaining in warehouse June 30, 1887.	Total withdrawn from and remaining in warehouse.	
For exportation—				For transportation.	For consumption.				
To adjacent British provinces.	To Mexico.	To other foreign countries.	Total.						
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	
.....	.....	.....	.....	.....	44, 556	.....	5, 466	50, 022	65
.....	.....	.....	.....	.....	6, 603	.....	6, 642	13, 245	66
.....	.....	.....	.....	2, 126	523, 829	.....	48, 794	574, 749	67
.....	.....	.....	.....	.....	10, 247	.....	118	10, 365	68
.....	189	.....	189	.....	.....	.....	751	940	69
.....	122	.....	122	.....	.....	.....	40	162	70
79, 859	30, 194	148, 628	258, 681	65, 919	2, 534, 428	143, 983	1, 024, 873	4, 027, 884	71
.....	.....	.....	.....	.....	23, 202	.....	9, 510	32, 712	72
.....	603	.....	603	1, 330	.....	.....	.....	1, 933	73
.....	.....	.....	.....	682, 668	23, 163	472	15, 067	721, 370	74
.....	.....	.....	.....	.....	752	.....	.....	752	75
.....	.....	.....	.....	.....	5, 766	.....	840	6, 606	76
826	.....	.....	826	.....	46, 266	1	21, 459	68, 552	77
.....	.....	.....	.....	.....	408	.....	130	538	78
.....	.....	.....	.....	152	3, 246	.....	2, 925	6, 323	79
.....	.....	.....	.....	608	.....	.....	.....	608	80
2, 364, 564	194, 774	4, 641, 986	7, 201, 324	7, 730, 303	124, 705, 037	2, 842, 828	36, 457, 661	178, 937, 153	

No. 24.

HOME CONSUMPTION AND IMPOSTS.

STATEMENT

SHOWING THE QUANTITIES AND VALUES

OF

IMPORTED MERCHANDISE

ENTERED FOR CONSUMPTION

IN THE

UNITED STATES;

INCLUDING BOTH ENTRIES FOR IMMEDIATE CONSUMPTION AND WITHDRAWALS FROM WAREHOUSE FOR CONSUMPTION;

ALSO SHOWING

RATES OF DUTY AND AMOUNTS OF ACCRUING DUTIES,

DURING THE

YEARS ENDING JUNE 30, 1886 AND 1887.

NOTE.—For imports of gold and silver coin and bullion, see tables Nos. 2 and 7 of Commerce and Navigation, 1887.

No. 24.—STATEMENT *showing the Quantities and Values of* **IMPORTED MERCHANDISE** *entered for* **CONSUMPTION** *in the United States, including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION:** *also showing the rates of duty and amounts of accruing duties, during the* **Years** *ending June* 30, **1886** *and* **1887.**

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.		*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*
Agates, unmanufactured		284.15				12.00		
Aluminium ... pounds	464.50	5,297.00		11.404	796.60	9,458.00		11.873
Amber beads		5,665.00				10,011.00		
Animals, not elsewhere specified:								
Specially imported for breeding purposes—								
Cattle ... number	24,894	671,679.50		26.982	14,194	401,168.83		28.263
Hogs ... do	243	6,241.00		25.683	160	2,298.00		14.363
Horses ... do	20,880	2,162,330.85		103.560	15,090	2,252,374.00		140.262
Sheep ... do	32,107	56,935.50		1.773	28,535	56,348.00		1.975
All other		47,314.00				51,357.00		
Teams of immigrants, not including harness, tackle, and vehicles—								
Cattle ... number	135	7,513.00		55.652	163	12,510.00		76.748
Horses ... do	1,379	141,132.50		102.344	1,527	158,830.00		104.014
All other ... do	21	1,116.00		53.143	25	3,050.00		122.000
Birds		94,512.00				99,038.00		
Fowls, land and water		118,981.55				95,673.69		
Leeches		2,705.00				2,973.00		
Snails		156.00				461.00		
Total animals		3,310,616.90				3,136,081.52		
Articles specially imported (except books):								
For the use of the United States, not elsewhere specified		18,619.00				18,283.00		
Life-boats and life-saving apparatus, specially imported by societies incorporated or established to encourage the saving of human life		1,858.00				27.07		
Machinery for repair		376.00				1,358.00		
Philosophical and scientific apparatus, instruments, and preparations, statuary, casts of marble, bronze, alabaster, or plaster of Paris, paintings, drawings, and etchings, specially imported in good faith for the use of any society or institution incorporated or established for religious, philosophical, educational, scientific, or literary purposes, or encouragement of the fine arts, and not intended for sale		89,893.00				79,962.00		

Plants, trees, shrubs, roots, seed-cane, and seeds, imported by the Department of Agriculture or the United States Botanic Garden		50.00						
Regalia and gems, statues, statuary, and specimens of sculpture, specially imported in good faith for the use of any society incorporated or established for philosophical, literary, or religious purposes, or for the encouragement of the fine arts, or for the use or by order of any college, academy, school, seminary of learning, or public library in the United States		211,383.00				122,754.30		
Specimens of natural history, botany, and mineralogy, imported for cabinets, or as objects of taste or science, and not for sale		20,400.00				32,126.13		
Works of art, collections in illustration of the progress of the arts, science, or manufactures; photographs, works in terra-cotta, Parian, pottery, or porcelain, and artistic copies of antiquities, in metal or other material, imported in good faith for permanent exhibition at a fixed place by any society or institution established for the encouragement of the arts or science, and not intended for sale, nor for any other purpose than is hereinbefore expressed; and all like articles imported in good faith by any society or association for the purpose of erecting a public monument, and not for sale		67,251.00				122,280.00		
Supplies for war vessels of other nations, section 2982, Revised Statutes		80.00						
Articles for the use of foreign ministers to the United States		968.00						
Articles, the growth, produce, and manufacture of the United States, returned:								
Barrels of American manufacture, exported filled with domestic petroleum and returned empty ... number	4,060,863	4,220,983.00		1.039	4,079,221	3,863,157.00		.947
Casks, barrels, carboys, bags, and other vessels of American manufacture exported filled with American products, or exported empty and returned filled with foreign products, not elsewhere specified		508,286.00				556,145.59		
Spirits, distilled ... proof gallons	967,500.04	805,684.64	876,778.98	.833	2,216,645.08	2,063,015.90	a1,995,597.95	.931
For transfer to manufacturing warehouse, section 3433, Revised Statutes ... proof gallons					8,061	2,964.00		.368
Tobacco: Manufactured ... lbs		1,470.00	494.08		2,712	955.00	a216.96	.352
Cigars ... M					443.650	17,050.00	a1,330.95	38.431
All other articles		2,986,293.05				1,982,526.45	a.99	
Art works, not elsewhere specified: Paintings, statuary, fountains, and other works of art, the production of American artists		367,037.25				495,936.50		
Apparel, tackle, etc., of wrecked vessels						1,119.00		
Asbestos, unmanufactured		91,088.32				118,883.00		
Asphaltum or bitumen, crude ... pounds	45,581,293	87,651.00		.002	54,664,038	99,055.00		.002
Bells and bell metal, broken, fit only to be remanufactured		2,307.00				1,129.00		
Birds, stuffed		944.00				2,280.50		
Bismuth ... pounds	63,582	117,768.55		1.852	92,814	169,678.50		1.828
Bladders, crude, and all integuments of animals, not specially enumerated or provided for		3,492.00				8,097.00		

a Duty equivalent to internal revenue tax.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.		*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*
Blood, dried						5,003.00		
Bologna sausages		37,914.75				49,828.29		
Bolting cloths		232,769.00				271,693.00		
Bones, crude, not manufactured, burned, calcined, ground, or steamed (not for fertilizers)		310,731.00				59,244.00		
Books and other printed matter, not elsewhere specified:								
Books, engravings, bound or unbound, etchings, maps, and charts, which have been printed and manufactured more than twenty years at the time of importation		276,850.92	4.00			409,586.56		
Books, maps, and charts, imported by authority or for the use of the Library of Congress								
Books, maps, and charts, imported by authority or for the use of the United States other than the Library of Congress		86.00				1,009.00		
Books, maps, and charts, specially imported, not more than two copies in any one invoice, in good faith, for the use of any society incorporated or established for philosophical, literary, or religious purposes, or for the encouragement of the fine arts, or for the use or by the order of any college, academy, school, or seminary of learning in the United States		176,613.00				161,100.65		
Books or libraries, or parts of libraries, in use of persons or families from foreign countries, if used abroad by them not less than one year, and not intended for any other person or persons, nor for sale		4,375.00				11,022.00		
Books, professional, of persons arriving in the United States		7,881.00				996.00		
Newspapers and periodicals		339,578.00				384,752.00		
Total books and other printed matter		805,383.92	4.00			968,466.21		
Brazil pebbles for spectacles, and pebbles for spectacles, rough		17,379.00				35,291.00		
Breccia, in blocks or slabs		430.00				17.00		
Burr-stone, in blocks, rough, or unmanufactured, and not bound up into millstones		40,772.00				25,660.00		
Cabinets of coins, medals, and all collections of antiquities		28,100.00				231,370.00		
Chalk, unmanufactured ... tons	62,524	38,784.00		.620	54,663	33,164.92		.607

Chemicals, drugs, and dyes, not elsewhere specified:								
Acids—								
Carbolic ..... pounds..	385,188	47,195.00	.....	.123	351,825	67,470.00	.....	.192
Oxalic ..... do....	1,488,539	106,608.82	.....	.072	1,865,878	129,149.00	.....	.069
All other, used for medicinal, chemical, or manufacturing purposes, not specially enumerated or provided for..lbs..	959,903	237,063.13	.....	.247	798,400	277,893.00	.....	.348
Albumen, in any form or condition	.....	107,893.00	.....	.....	.....	102,215.00	.....	.....
Alizarine, natural or artificial ..... pounds..	2,329,636	479,491.00	.....	.206	2,095,202	356,748.00	.....	.170
Ambergris ..... do....	101.25	1,637.00	.....	16.168	22.56	2,649.00	.....	117.420
Aniline—								
Arseniate of ..... do....	238,363	15,424.00	.....	.065	335,127	20,948.00	.....	.063
Salts	.....	100,017.00	.....	.....	.....	74,187.00	.....	.....
Annatto, roncou, rocou, or orleans, and all extracts of..pounds..	620,559	65,296.00	.....	.105	704,589	43,601.00	.....	.062
Antimony ore, crude sulphide of ..... do....	271,155	9,037.00	.....	.033	368,833	8,867.00	.....	.024
Argal, or argol, or crude tartar ..... do....	16,046,114	2,606,001.00	.....	.162	22,025,153	3,412,987.00	.....	.155
Arsenic ..... do....	5,042,664	101,371.00	.....	.020	3,589,904	78,883.00	.....	.022
Arsenic, sulphide or orpiment ..... do....	.....	.....	.....	.....	11	3.00	.....	.273
Ashes, wood, and lye of, and beet-root ashes	.....	28,021.83	.....	.....	.....	36,283.00	.....	.....
Articles in a crude state used in dyeing, not specially enumerated or provided for	.....	160,676.00	.....	.....	.....	120,607.00	.....	.....
Balsams—								
Copaiva ..... pounds..	131,693	33,046.00	.....	.251	146,744	38,251.00	.....	.261
Fir, or Canada ..... do....	16,805	4,718.00	.....	.281	16,150	4,377.00	.....	.271
Peru ..... do....	9,854	12,750.00	.....	1.294	8,669	10,430.00	.....	1.203
Storax, or styrax ..... do....	2,298	533.00	.....	.232	1,488	187.00	.....	.125
Tolu ..... do....	37,722	10,959.00	.....	.291	34,619	9,886.00	.....	.286
All other crude ..... do....	4,315	1,387.00	.....	.321	10,864	4,287.00	.....	.395
Barks—								
Cinchona, or other, used in the manufacture of quinia..do....	4,447,082	925,744.00	.....	.208	4,787,311	741,830.00	.....	.155
All other, not edible, in a crude state, and not advanced in value or condition by refining or grinding, or by other process of manufacture, not specially enumerated or provided for	.....	33,468.00	.....	.....	.....	30,427.00	.....	.....
Baryta, carbonate or witherite	.....	9,504.75	.....	.....	.....	11,422.00	.....	.....
Black salts	.....	16,468.00	.....	.....	.....	8,593.00	.....	.....
Bromine ..... pounds..	22,099	6,288.00	.....	.285	66,278	16,374.00	.....	.247
Cadmium	.....	375.00	.....	.....	.....	674.00	.....	.....
Calamine	.....	4.00	.....	.....	.....	6,573.00	.....	.....
Cantharides ..... pounds..	15,117	16,734.00	.....	1.107	36,638	34,655.00	.....	.946
Castor or castoreum ..... ounces..	320	174.00	.....	.544	736	377.00	.....	.512
Cinchonidia ..... do....	449,414	56,699.00	.....	.126	570,162	41,601.00	.....	.073
Civet, crude ..... do....	2,386	3,725.00	.....	1.561	5,047	7,681.00	.....	1.522
Cobalt, as metallic arsenic ..... pounds..	2,205	62.00	.....	.028	1,879	122.00	.....	.065
Cocculus indicus ..... do....	12,007	484.00	.....	.040	1,171	25.00	.....	.021
Cochineal ..... do....	662,344	196,271.00	.....	.296	495,866	140,249.00	.....	.283
Cryolite or kryolith ..... tons..	6,866	91,890.16	.....	13.383	11,732	157,034.00	.....	13.385
Cubebs ..... pounds..	110,065	58,035.00	.....	.527	61,481	35,109.00	.....	.571
Cudbear ..... do....	603,299	75,738.00	.....	.126	471,043	60,968.00	.....	.129
Cuttle-fish bone ..... do....	161,696	15,232.00	.....	.094	196,437	14,899.00	.....	.076
Dragon's blood ..... do....	18,880	2,493.00	.....	.132	3,024	525.00	.....	.173

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.								
Chemicals, drugs, and dyes, not elsewhere specified—Continued.								
Drugs, beans, berries, buds, bulbs, bulbous roots, excrescences, fruits, dried fibers, grains, herbs, lichens, mosses, nuts, stems, vegetables, seeds (aromatic) and seeds of morbid growth, weeds, and dried insects, not edible, in a crude state, and not advanced in value or condition by refining or grinding, or by other process of manufacture, not specially enumerated or provided for		*Dollars.* 245,069.09	*Dollars.*	*Dollars.*		*Dollars.* 155,593.32	*Dollars.*	*Dollars.*
Dye-woods, in a crude state—								
Cam-wood ... tons	279.60	23,595.00		84.388	431.64	46,319.00		107.309
Fustic ... do	12,762	199,405.00		15.625	12,505	162,640.53		13.006
Logwood ... do	80,509.48	1,365,644.15		16.963	59,265.10	1,044,219.66		17.619
All other ... do	4,679.81	134,662.00		28.775	3,398	75,754.00		22.294
Ergot ... pounds	88,070	22,753.00		.258	139,578	37,372.00		.267
Feldspar						25.00		
Fibrin in all forms		257.00						
Flowers and leaves, in a crude state, not specially enumerated or provided for—								
Buchu leaves ... pounds	92,323	5,129.00		.056	127,230	7,792.00		.061
Chamomile flowers ... do	66,719	10,936.00		.164	103,154	12,476.00		.120
Rose leaves ... do	5,267	2,107.00		.400	6,641	2,388.00		.360
Senna, in leaves ... do	225,557	19,312.00		.086	503,142	56,999.00		.113
All other		206,302.80				191,354.50		
Gums, not elsewhere specified—								
Aloes ... pounds	384,716	36,906.00		.096	281,052	19,995.00		.071
Amber ... do	8,624.64	27,215.00		3.156	14,585.60	34,238.00		2.347
Arabic ... do	1,035,453	218,341.00		.211	482,457	166,763.00		.346
Assafœtida ... do	259,936	22,891.00		.088	82,618	5,665.00		.069
Benzoin, gamboge, and mastic ... do	48,615	18,967.00		.390	33,626	13,563.00		.403
Camphor, crude ... do	1,133,913	126,827.00		.112	2,873,184	352,861.00		.123
Copal, cowrie, and dammar ... do	11,649,127	1,191,164.00		.102	12,754,488	1,325,044.00		.104
Cutch ... do	10,299,613	406,160.00		.039	9,849,490	530,772.00		.054
Gambier, or terra japonica ... do	18,591,368	759,162.00		.041	15,748.723	680,485.00		.043
Scammony, or resin of ... do	700.10	3,085.00		4.058	1,041	3,037.00		2.917
Shellac ... do	4,422,975	594,416.00		.134	4,722,538	564,251.00		.111
Tragacanth ... do	276,733	96,525.00		.349	220,137	82,573.00		.375
All other gums and gum resins, in a crude state, not specially enumerated or provided for		708,304.08				757,964.40		

Indigo ..... pounds..	2,961,453	2,260,994.00	.....	.763	3,466,665	2,733,923.00	.....	.789
Indigo, artificial ..... do....	3,149	580.00	.....	.184	2,517	194.00	.....	.077
Iodine, crude ..... do....	91,471	82,665.00	.....	.904	118,063	174,400.00	.....	1.477
Ipecac ..... do....	12,427	8,836.00	.....	.711	29,560	24,289.00	.....	.822
Iridium	.....	.....	.....	.....	.....	2.00	.....	.....
Jalap ..... pounds..	117,115	9,440.00	.....	.081	71,377	5,995.00	.....	.084
Lac, crude, seed, button, and stick ..... do....	428,748	49,955.00	.....	.117	467,084	49,892.00	.....	.107
Lac, dye ..... do....	33,465	2,134.00	.....	.064	.....	.....	.....	.....
Lac, spirits	.....	.....	.....	.....	.....	7.00	.....	.....
Lactarine	.....	.....	.....	.....	.....	.....	.....	.....
Lemon and lime juice	.....	103,670.50	.....	.....	.....	125,707.35	.....	.....
Lime, chloride of, or bleaching powder ..... pounds..	98,046,208	1,354,018.82	.....	.014	103,097,847	1,573,167.74	.....	.015
Lime, citrate of	.....	.....	.....	.....	42,558	6,004.00	.....	.141
Litmus, prepared or not prepared	.....	454.00	.....	.....	.....	53.00	.....	.....
Madder, and munjeet or Indian madder—								
Extract of ..... pounds..	1,236	508.00	.....	.411	106,559	8,779.00	.....	.082
Ground or prepared ..... do ..	1,984,021	111,325.00	.....	.056	1,049,800	64,935.00	.....	.062
Magnesite, or native mineral carbonate of magnesia ..... do....	1,676,716	6,245.00	.....	.004	274,920	1,101.00	.....	.004
Magnesium	.....	93.00	.....	.....	.....	2,067.00	.....	.....
Manganese—								
Ore of ..... pounds..	1,190,544	21,387.00	.....	.018	1,774,119	33,883.00	.....	.019
Oxide of ..... do....	128,289	2,600.00	.....	.020	196,896	3,624.00	.....	.018
Manna ..... do....	38,508	16,811.00	.....	.436	39,507	16,025.00	.....	.406
Mineral waters, all not artificial ..... gallons..	1,521,642	358,594.69	.....	.235	1,832,061	380,299.12	.....	.207
Musk, crude, in natural pod ..... ounces..	15,426	83,892.31	.....	5.438	14,931	117,810.00	.....	7.890
Nux vomica ..... pounds..	1,107,686	18,754.00	.....	.017	1,530,032	16,777.00	.....	.011
Orchil, or orchil liquid	.....	195,808.00	.....	.....	.....	156,878.00	.....	.....
Osmium	.....	1.00	.....	.....	.....	5.00	.....	.....
Palladium	.....	3.00	.....	.....	.....	1.00	.....	.....
Peel, orange and lemon, not preserved, candied, or otherwise prepared	.....	2,928.25	.....	.....	.....	5,143.00	.....	.....
Pitch, Burgundy ..... pounds..	139,830	2,446.00	.....	.017	113,459	2,655.00	.....	.023
Potash, muriate of ..... do....	46,824,006	721,736.26	.....	.015	39,800,600	592,432.00	.....	.015
Quinia—								
Sulphate of ..... ounces..	1,251,556	887,599.00	.....	.709	2,180,157	1,098,547.00	.....	.504
Other salts of ..... do....	131,747	15,509.00	.....	.118	1,505	1,225.00	.....	.813
Roots, in a crude state, not elsewhere specified—								
Colombo ..... pounds..	11,691	751.00	.....	.064	31,607	1,407.00	.....	.044
Gentian ..... do....	181,486	6,408.00	.....	.035	275,891	8,390.00	.....	.030
Licorice ..... do....	58,587,094	1,248,997.00	.....	.021	77,484,684	1,670,041.00	.....	.022
Orris, or iris ..... do....	203,478	7,117.00	.....	.035	278,073	11,350.00	.....	.041
Rhubarb ..... do....	120,541	30,012.00	.....	.249	137,034	23,071.00	.....	.168
Sarsaparilla ..... do....	1,337,908	200,244.00	.....	.150	919,695	119,313.00	.....	.130
All other, not specially enumerated or provided for	.....	76,557.00	.....	.....	.....	101,610.00	.....	.....
Safflower, and extract of	.....	6,623.00	.....	.....	.....	5,250.00	.....	.....
Saffron, and extract of, and saffron cake ..... pounds..	29,122.40	28,809.30	.....	.989	22,836.50	39,105.00	.....	1.712
Salacine ..... do....	3,285	4,658.00	.....	1.418	1,846	5,820.00	.....	3.153
Soda, nitrate of, or cubic nitrate ..... do ...	101,216,225	1,681,824.14	.....	.017	172,291,911	2,614,162.00	.....	.015
Sodium	.....	15.00	.....	.....	.....	356.00	.....	.....
Strontia, oxide of, and proto-oxide of strontian and strontianite, or mineral carbonite of strontia	.....	512.00	.....	.....	.....	718.00	.....	.....
Sugar of milk ..... pounds..	287,247	56,936.00	.....	.198	262,882	48,581.00	.....	.185

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.								
Chemicals, drugs, and dyes, not elsewhere specified—Continued.		*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*
Sulphur, lac or precipitated ..... pounds..	19,915	1,710.00	.....	.086	30,658	2,012.00	.....	.066
Sulphur or brimstone, not specially enumerated or provided for ..... tons..	117,538.35	2,237,989.00	.....	19.040	96,881.55	1,688,360.00	.....	17.427
Tonquin, tonqua, or tonca beans	.....	131,084.00	.....	.....	.....	149,113.00	.....	.....
Turpentine, Venice ..... pounds..	55,192	8,220.00	.....	.149	67,572	10,100.00	.....	.149
Uranium, oxide of	.....	80,537.00	.....	.....	.....	37,052.00	.....	.....
Vaccine virus	.....	88.00	.....	.....	.....	.....	.....	.....
Valonia	.....	92.00	.....	.....	.....	.....	.....	.....
Vanilla beans ..... pounds..	103,771	431,155.00	.....	4.155	137,709	775,877.00	.....	5.634
Verdigris or subacetate of copper ..... do....	95,578	14,176.00	.....	.148	191,033	26,520.00	.....	.138
Wax, vegetable or mineral ..... do....	847,567	83,143.43	.....	.098	602,912	52,569.00	.....	.087
Total chemicals, drugs, and dyes	.....	24,740,294.51	.....	.....	.....	27,025,787.62	.....	.....
Cliffstone, unmanufactured ..... tons..	11,252	20,157.00	.....	1.791	12,381	26,065.00	.....	2.105
Coal:								
Anthracite ..... do....	7,638	20,140.00	.....	2.637	3,922	8,951.00	.....	2.282
Charcoal ..... do....	4,542.43	36,849.00	.....	8.112	5,581.74	47,352.55	.....	8.483
Lignite (substitute for coal)	.....	.....	.....	.....	.....	1,445.00	.....	.....
Cocoa, or cacao, crude, leaves and shells of ..... pounds..	14,076,287	1,793,398.00	.....	.127	12,271,259	1,670,008.00	.....	.136
Coffee ..... do....	566,250,817	42,675,600.00	.....	.075	526,489,001	56,360,701.42	.....	.107
Coir and cocoa fiber ..... cwts..	2,628	11,605.00	.....	4.416	1,297.70	3,556.00	.....	2.740
Coir yarn ..... pounds..	4,026,274	129,822.00	.....	.032	4,620,138	141,091.00	.....	.031
Copper coins	.....	226.00	.....	.....	.....	9.00	.....	.....
Copper, old, taken from the bottoms of American vessels compelled by marine disaster to repair in foreign ports	.....	374.00	.....	.....	.....	442.00	.....	.....
Coral, marine, unmanufactured	.....	218.00	.....	.....	.....	306.97	.....	.....
Cork-wood or cork-bark, unmanufactured	.....	891,392.00	.....	.....	.....	1,239,247.00	.....	.....
Cotton:								
In the seed ..... pounds..	.....	.....	.....	.....	34,404	709.00	.....	.021
Unmanufactured ..... do....	5,072,359	672,508.00	.....	.133	3,990,127	533,219.00	.....	.134
Curling-stones or quoits	.....	1,432.40	.....	.....	.....	982.00	.....	.....
Curry and curry powder	.....	4,008.75	.....	.....	.....	4,311.25	.....	.....
Diamond dust, or bort	.....	32,316.00	.....	.....	.....	33,498.00	.....	.....
Diamonds, rough or uncut	.....	302,822.00	.....	.....	.....	262,357.00	.....	.....
Diamonds, glaziers'	.....	8,949.00	.....	.....	.....	9,027.00	.....	.....

Dulse (sea-weed)						2,015.00		
Eggs ... dozens	15,992,649	2,173,336.07		.136	13,936,006	1,960,405.39		.147
Fans, common palm-leaf ... do	507,554	25,936.00		.051	1,238,854	63,206.00		.053
Farinaceous substances, and preparations of, not elsewhere specified:								
Arrowroot ... pounds	114,932	12,601.25		.110	76,491	8,248.16		.109
Farina ... do	357,522	8,637.00		.024	30,308	910.00		.030
Macaroni and vermicelli ... do	6,929,719	399,529.29		.058	8,866,977	500,970.20		.056
Root flour ... do	144,140	3,509.69		.024	23,754	575.00		.024
Sago, sago crude, and sago flour ... do	2,701,533	47,488.00		.018	2,780,405	51,331.20		.018
Tapioca, cassava, or cassada ... do	7,519,874	218,418.46		.029	4,885,868	159,949.60		.033
Total farinaceous substances, and preparations of		690,183.69				721,984.16		
Fashion plates, engraved on steel or on wood, colored or plain		9,067.00				5,280.00		
Feathers for beds, and downs		246,142.50				204,961.55		
Felt, adhesive, for sheathing vessels		29,504.00				29,229.00		
Fertilizers:								
Apatite ... tons					360	4,342.00		12.061
Bones, crude, not manufactured, burned, calcined, ground, or steamed, and bone dust and bone ash, for the manufacture of phosphates and fertilizers ... tons	19,784.31	325,581.00		16.457	22,294.97	411,946.00		18.477
Carbon, animal, fit for fertilizing only ... do	1,450.70	25,809.00		17.791	20	980.00		49.000
Guano ... do	14,383.37	341,647.00		23.753	12,981.41	338,467.00		26.073
Kieserite, kyanite, or cyanite, and kainite ... do	102,391.36	650,688.73		6.355	76,551.04	446,017.79		5.826
Phosphates, crude or native, for fertilizing purposes ... do	37,980.50	432,591.04		11.390	26,334.04	247,911.19		9.410
All other substances used expressly for manure ... do	21,364.66	358,170.00		16.765	23,381.35	323,704.00		13.844
Total fertilizers		2,134,486.77				1,773,367.98		
Fibers, not elsewhere specified:								
Istle or tampico ... tons	3,895.19	326,311.00		83.773	2,181.30	165,156.00		75.714
All other ... do					58.11	15,272.00		262.818
Fish, not elsewhere specified:								
Salmon, fresh ... pounds	1,303,704	144,719.00		.111	1,583,464	119,361.00		.075
All other fresh ... do	19,702,995	524,168.40		.027	26,911,790	634,847.69		.024
Lobsters, canned or preserved otherwise than in oil ... do	2,487,645	252,054.00		.101	3,549,197	267,901.00		.075
Shrimps, other shell-fish, and turtles		64,632.10				76,452.13		
Total fish		985,573.50				1,098,561.82		
Fish-sounds or fish-bladders ... pounds	424,430	144,652.00		.341	380,445	124,050.00		.326
Flint, flints, and ground flint-stones		3,956.24				1,324.00		
Flowers, natural		10,130.00				15,897.00		
Fruit plants, tropical or semi-tropical, for the purpose of propagation or cultivation		1,353.78				1,664.65		
Fruits, including nuts, not elsewhere specified:								
Bananas		2,357,662.89				2,729,477.07		
Olives, green or prepared		126,784.62				112,031.44		

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.								
Fruits, including nuts, not elsewhere specified—Continued.		*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*
Pine-apples		337,169.18				437,009.41		
Plantains		25,294.60				28,831.60		
Tamarinds		2,975.50				2,521.00		
All other fruits, green, ripe, or dried		224,128.22				453,319.99		
Nuts—								
Cocoa		681,724.15				761,650.07		
Cream, or Brazil		153,892.00				237,177.00		
Palm, and palm-nut kernels		11,071.00				5,611.00		
Total fruits and nuts		3,920,702.16				4,767,628.58		
Furs and fur-skins, undressed		2,275,334.86				2,471,279.60		
Glass, broken pieces and old glass which can not be cut for use, and fit only to be remanufactured		2.00				39.00		
Glass-plate or disks, unwrought, for use in the manufacture of optical instruments		20,140.00				16,876.00		
Gold and silver sweepings		11,351.00				12,621.00		
Gold-beaters' molds and gold-beaters' skins		22,578.00				25,656.00		
Gold size		7,303.00				7,461.00		
Grease, for use as soap stock only, and all other soap stock..pounds	1,570,602	67,756.00		.043	1,596,294	52,420.00		.033
Gunny-bags and gunny-cloth, old or refuse, fit only for remanufacturing (not for paper stock)								
Gut:								
Catgut, or whip gut, unmanufactured		9,810.00				14,973.00		
Catgut strings; or gut cord, for musical instruments		159,868.47				160,922.84		
Gut and worm gut, manufactured or unmanufactured		9,904.00				29,355.00		
Hair, not elsewhere specified:								
Cleaned or uncleaned, drawn or undrawn, but unmanufactured—								
Camel's hair, tops ....pounds..	55,434	14,741.00		.266				
Horse ....do....	3,625,727	849,906.00		.234	3,440.219	781,386.00		.227
Cattle, and all other ....do....	12,330,413	1,365,038.00		.111	16,896,920	1,619,580.00		.096
Hog's hair, curled, for beds and mattresses, and not fit for bristles....pounds..	5,882	91.00		.015	60,030	3,457.00		.058
Total hair		2,229,776.00				2,404,423.00		

Hide cuttings, raw, with or without the hair on, and all glue stock		338,537.00				485,042.00		
Hides and skins, other than fur-skins:								
Goat-skins, raw		5,652,641.10				5,835,716.00		
Hides, raw or uncured, whether dry, salted, or pickled, and other skins, except sheep-skins with the wool on		21,040,553.48				18,389,913.86		
Shark and other fish skins		35.32				146.35		
Total hides and skins		26,693,229.90				24,225,776.21		
Hones and whetstones		18,160.72				22,853.00		
Hoofs, horns, and parts of horns, unmanufactured, and horn strips and tips		181,529.24				235,249.50		
Hop-roots for cultivation						22.00		
Household effects (except books) in use, of persons or families from foreign countries, if used abroad by them not less than one year, and wearing apparel in actual use, and other personal effects (not merchandise), implements, instruments, and tools of trade, occupation, or employment of persons arriving in the United States		2,471,485.33				2,659,700.47		
Household and personal effects (not merchandise) of citizens of the United States dying abroad		24,926.00				2,167.00		
Ice ... tons	1,368.52	1,652.32		1.207	74.25	835.90		11.257
India-rubber and gutta-percha:								
Gutta-percha, crude ... pounds	385,598	141,649.00		.367	591,429	211,623.00		.358
India-rubber, crude, and milk of ... do	28,879,424	11,746,543.00		.407	28,071,042	13,551,004.00		.483
Indians' goods: Goods and effects of whatever nature, of Indians passing and repassing the boundary line of the United States, which goods are not in bales or other large packages unusual among Indians		3,197.00				1,124.00		
Ivory, unmanufactured:								
Animal ... pounds	135,920	515,464.00		3.792	177,055	486,368.00		2.747
Vegetable ... do	8,064,989	157,362.00		.020	5,776,515	144,663.00		.025
Total ivory		672,826.00				631,031.00		
Jet, unmanufactured		471.00						
Joss-stick or joss-light		874.33				1,155.00		
Leather, old scraps ... pounds	2,550	67.00		.026	133,082	2,867.00		.022
Lithographic stones, not engraved		71,009.00				97,893.00		
Loadstones and magnets		10,805.00				6,117.00		
Manuscripts		6,805.00				8,078.00		
Medals of gold, silver, or copper		5,305.00				8,794.00		
Meerschaum, crude or raw		23,417.00				35,478.00		
Mica and mica waste		43,107.00				63,480.00		
Minerals, crude, not advanced in value or condition by refining, or grinding, or by other process of manufacture, not specially enumerated or provided for		12,284.00				58,089.00		
Models of inventions and other improvements in the arts		2,785.00				7,532.00		
Moss, sea-weed, and all other vegetable substances used for beds or mattresses		45,876.02				73,103.11		

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.		*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*
Oakum ..... cwts..	944	5,446.00	.....	5.769	2,058.16	10,254.00	.....	4.982
Oil-cake ..... pounds..	2,775,814	38,632.94	.....	.014	4,141,978	58,512.00	.....	.014
Oils, not elsewhere specified:								
Fixed or expressed—								
Almond (sweet) ..... pounds..	54,594.50	10,912.52	.....	.200	38,925	10,107.80	.....	.259
Cocoa-nut ..... do....	11,765,223	651,748.00	.....	.055	11,740,246	583,841.95	.....	.049
Mace ..... do....	352	294.00	.....	.835	719	551.00	.....	.766
Palm ..... do....	6,849,760	278,984.50	.....	.041	5,882,798	217,111.00	.....	.037
Poppy ..... do....	287,461	17,030.00	.....	.059	510,814	27,528.00	.....	.054
Sesame, or sesamum-seed or bene ..... do....	732,681	63,758.00	.....	.087	90,770	7,617.00	.....	.084
Volatile or essential—								
Almond (bitter) ..... do....	1,741.40	4,640.00	.....	2.665	1.677	4,619.00	.....	2.717
Amber, crude and rectified ..... do....	9,325	1,309.00	.....	.140	19,152	1,860.00	.....	.097
Ambergris ..... do....	.50	175.19	.....	350.380	6.125	542.00	.....	88.490
Aniline, crude ..... do....	623,147	101,251.00	.....	.162	673,017	98,983.00	.....	.147
Anise or anise-seed ..... do....	27,195	38,540.00	.....	1.417	33,925	50,069.00	.....	1.476
Bergamot ..... do....	46,891	69,794.00	.....	1.488	54,570.46	83,077.00	.....	1.522
Cajeput ..... do....	2,957.50	1,041.00	.....	.352	4,568	4,596.00	.....	1.006
Caraway ..... do....	10,180	17,872.00	.....	1.756	4,325	5,517.00	.....	1.276
Cassia ..... do....	85,619	51,445.00	.....	.601	68,792	36,454.00	.....	.530
Cedrat ..... do....	132.88	624.00	.....	4.696	121	737.00	.....	6.090
Chamomile ..... do....	16.50	169.00	.....	10.243	7	78.00	.....	11.143
Cinnamon ..... do....	3,435	2,417.00	.....	.704	197.50	971.00	.....	4.916
Citronella or lemon grass ..... do....	253,662	75,660.00	.....	.298	265,321	67,623.00	.....	.255
Civet ..... ounces..	16	33.00	.....	2.063	211.50	405.00	.....	1.915
Fennel ..... pounds..	3,503	2,596.00	.....	.741	833.50	693.00	.....	.831
Jasmine or jessamine ..... do....	21.60	24.00	.....	1.111	32	62.00	.....	1.938
Juniper ..... do....	6,101	3,605.00	.....	.591	5,420	3,322.00	.....	.613
Lavender and aspic, or spike lavender ..... do....	67,838	62,690.77	.....	.924	74,213.51	68,925.00	.....	.928
Lemon ..... do....	108,382	149,171.00	.....	1.376	135,917.71	195,799.00	.....	1.440
Limes ..... do....	396	370.00	.....	.934	64	83.00	.....	1.297
Neroli, or orange flower ..... do....	1,797.10	46,493.97	.....	25.871	1,501.25	45,309.00	.....	30.181
Orange ..... do....	11,485.59	16,154.00	.....	1.410	14,956.62	21,676.00	.....	1.449
Rosemary, or anthoss ..... do....	34,510	14,977.00	.....	.434	40,064.34	16,847.00	.....	.420
Roses, ottar of ..... ounces..	30,901.26	152,214.00	.....	4.926	28,007.88	146,827.83	.....	5.242

Thyme, or origanum, red or white ..... pounds..	74,185	29,458.05	.....	.397	94,158.45	33,513.00	.....	.355
Valerian ..... do....	92	527.00	.....	5.278	152	895.00	.....	5.888
Total oils	.....	1,865,978.00	.....	.....	.....	1,736,239.58	.....	.....
Ores, not elsewhere specified:								
Emery ..... cwts..	68,601.50	83,868.00	.....	1.223	59,746	66,601.00	.....	1.114
Gold	.....	1,397.00	.....	.....	.....	13,671.00	.....	.....
Silver	.....	1,258,029.00	.....	.....	.....	3,760,653.00	.....	.....
Total ores	.....	1,343,294.00	.....	.....	.....	3,840,925.00	.....	.....
Paper stock, crude:								
Esparto, or Spanish grass, and other grasses, and pulp of, for the manufacture of paper	.....	7,108.00	.....	.....	.....	11,881.00	.....	.....
Junk, old ..... cwts..	102,741.87	251,500.50	.....	2.448	89,499.53	235,914.50	.....	2.633
Poplar and other woods	.....	5,897.00	.....	.....	.....	7,381.00	.....	.....
Rags of all kinds other than wool ..... pounds..	107,976,167	2,291,989.04	.....	.021	120,602,919	2,112,909.73	.....	.018
Waste and other paper materials ..... do...	132,123,985	2,543,482.00	.....	.019	127,110,597	2,170,632.98	.....	.017
Total paper stock	.....	5,099,976.54	.....	.....	.....	4,538,719.21	.....	.....
Palm-leaf, unmanufactured	.....	729.75	.....	.....	.....	837.75	.....	.....
Paraffine ..... pounds..	85,032	5,952.00	.....	.070	.....	.....	.....	.....
Parchment and vellum	.....	14,490.00	.....	.....	.....	17,851.00	.....	.....
Pattern cards	.....	.....	.....	.....	.....	77.00	.....	.....
Pewter and Britannia metal, old, fit only to be remanufactured ..... pounds..	512	29.00	.....	.057	545	110.00	.....	.202
Plants, trees, shrubs, and vines of all kinds, not otherwise provided for	.....	211,745.10	.....	.....	.....	254,472.45	.....	.....
Plaster of Paris, or sulphate of lime, unground ..... tons..	122,270	115,696.00	.....	.946	146,708	162,153.67	.....	1.105
Platina or platinum:								
Unmanufactured ..... pounds..	3,204.28	356,020.00	.....	111.107	3,861.37	438,516.00	.....	113.565
Vases, retorts, and other apparatus, vessels and parts thereof, for chemical uses	.....	83,752.00	.....	.....	.....	58,925.00	.....	.....
Total platina	.....	439,772.00	.....	.....	.....	497,441.00	.....	.....
Plumbago ..... cwts..	83,368	164,111.00	.....	1.969	168.841	331,621.00	.....	1.964
Polishing stones	.....	4,690.00	.....	.....	.....	3,019.00	.....	.....
Pumice and pumice stone	.....	30,070.00	.....	.....	.....	26,291.00	.....	.....
Quills, prepared or unprepared	.....	758.00	.....	.....	.....	764.00	.....	.....
Rennets, raw or prepared	.....	86,232.50	.....	.....	.....	56,011.00	.....	.....
Rice root, for the manufacture of brooms	.....	125,029.00	.....	.....	.....	82,834.00	.....	.....
Rotten stone and tripoli	.....	2,235.00	.....	.....	.....	5,556.00	.....	.....
Sauerkraut	.....	19,945.00	.....	.....	.....	9,311.00	.....	.....
Sausage skins	.....	286,652.00	.....	.....	.....	278,140.00	.....	.....
Seeds, not elsewhere specified:								
Anise and anise star ..... pounds..	233,796	18,545.55	.....	.079	333,761	27,996.04	.....	.083
Canary ..... bushels..	224,240.29	312,983.22	.....	1.396	119,441.91	187,716.00	.....	1.571

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.								
Seeds, not elsewhere specified—Continued.		*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*
Caraway and coriander ..... pounds..	1,018,073	71,756.00	.....	.070	1,192,074	62,608.00	.....	.053
Cardamom ..... do....	48,255	32,285.00	.....	.669	43,706	23,857.00	.....	.546
Cummin, fenugreek, and fennel ..... do....	575,229	14,426.16	.....	.025	257,284	12,915.99	.....	.050
Mustard ..... do....	4,495,043	170,602.00	.....	.038	2,077,443	68,761.00	.....	.033
St. John's bread or bean	.....	.....	.....	.....	.....	1,830.00	.....	.....
Sugar-beet ..... pounds..	5,557	436.00	.....	.079	20,227	1,310.00	.....	.064
Worm	.....	.....	.....	.....	3,446	102.00	.....	.030
All other, except medicinal seeds, not specially enumerated or provided for	.....	914,615.24	.....	.....	.....	209,426.02	.....	.....
Total seeds	.....	1,535,649.17	.....	.....	.....	596,522.05	.....	.....
Shells of every description, not manufactured	.....	207,966.37	.....	.....	.....	197,984.05	.....	.....
Silk, unmanufactured:								
Cocoons ..... pounds..	450,797	319,232.00	.....	.708	540,382	408,317.00	.....	.755
Eggs, silk worms' ..... do....	5,133	22,948.00	.....	4.471	935	3,912.00	.....	4.184
Raw, or as reeled from the cocoon, but not doubled, twisted, or advanced in manufacture in any way ..... pounds..	4,754,831	17,232,505.00	.....	3.624	4,646,010	18,695,630.00	.....	4.024
Waste and noils ..... do....	1,611,718.50	702,531.00	.....	.436	838,575.50	532,538.00	.....	.635
Total silk	.....	18,277,216.00	.....	.....	.....	19,640,397.00	.....	.....
Skeletons, and other preparations of anatomy	.....	8,791.00	.....	.....	.....	8,415.00	.....	.....
Sparterre, for making or ornamenting hats	.....	131.00	.....	.....	.....	335.00	.....	.....
Spices, unground:								
Cassia buds ..... pounds..	238,031	15,062.00	.....	.063	237,403	18,293.00	.....	.077
Cassia and cassia-vera ..... do....	1,851,100	115,659.00	.....	.062	4,342,755	226,933.50	.....	.052
Cinnamon, and chips of ..... do....	78,927	11,485.50	.....	.146	163,840.50	34,369.55	.....	.210
Cloves ..... do....	1,298,883	154,383.20	.....	.119	1,292,882	258,420.60	.....	.199
Clove stems ..... do....	296,127	5,732.00	.....	.019	177,628	7,093.00	.....	.040
Ginger-root ..... do....	4,277,110	220,445.00	.....	.052	6,630,577	235,069.00	.....	.035
Mace ..... do....	122,009	30,653.50	.....	.251	161,042	52,198.30	.....	.324
Nutmegs ..... do....	1,189,456	458,342.00	.....	.385	1,290,144.50	539,944.50	.....	.419

Pepper—								
Black and white ... do	10,995,786	1,557,810.00		.142	12,521,353	1,768,679.15		.141
Cayenne ... do	813,210	80,635.00		.099	752,131	53,254.00		.071
Pimento ... do	2,500,783	109,615.00		.044	2,226,341	75,438.00		.034
All other, not specially enumerated or provided for ... do	250,327	32,212.20		.129	386,463	46,272.32		.119
Total spices, unground		2,792,034.40				3,315,964.92		
Spunk		350.00				150.00		
Spurs and stilts, used in the manufacture of earthen, stone, and crockery ware		471.00				1,123.00		
Straw, unmanufactured ... tons	4,338.60	21,690.55		4.999	7,309	30,521.00		4.176
Talc		25,051.00				40,847.58		
Tanning materials, not elsewhere specified:								
Hemlock bark ... cords	50,314.25	236,198.00		4.694	60,475.20	272,956.00		4,514
Other articles in a crude state, used in tanning, not specially enumerated or provided for		8,845.00				19,134.00		
Tea ... pounds	80,339,861	15,770,827.02		.196	87,584,886	16,373,422.66		.187
Teazles		3,143.00				3,156.00		
Terra alba, aluminous, or bauxite ... pounds	12,558,836	25,078.00		.002	15,378,437	39,431.00		.002
Tin, bars, blocks, or pigs, grain or granulated ... do	27,960,761	5,873,773.00		.210	29,645,531	6,927,710.00		.234
Types, old, fit only to be remanufactured		816.00				401.00		
Wafers, unmedicated		1,187.00				1,412.00		
Whalebone, unmanufactured ... pounds	14,696	12,614.00		.858	10,172	6,579.00		.647
Wood, unmanufactured, not elsewhere specified:								
Cabinet woods—								
Box		72,403.00				35,202.00		
Cedar		520,184.00				263,825.00		
Ebony		69,043.00				51,211.00		
Granadilla		2,807.00				1,685.00		
Lancewood		16,910.00				23,975.00		
Lignum-vitæ		42,362.00				66,513.00		
Mahogany		479,861.00				653,473.00		
Rose		46,957.00				62,308.00		
Sandal		2,598.00				1,339.00		
Satin		12,641.00				9,528.00		
All other cabinet woods		219,585.00				252,084.00		
Firewood ... cords	176,150	349,134.58		1.982	171,503	327,349.05		1.908
Hop-poles		12,511.00				3,278.00		
Logs and round unmanufactured timber		459,842.82				587,073.00		
Railroad-ties ... number	2,075,910	377,443.06		.182	2,407,095	484,945.00		.201
Shingle-bolts and stave-bolts		134,357.00				131,370.00		
Ship planking		18,857.00				32,698.00		
Ship-timber		39,019.40				45,497.28		
Sticks, joints, and reeds—								
Bamboo, unmanufactured		5,634.50				12,565.50		
India, or malacca joints, not further manufactured than cut into suitable lengths for the manufactures into which they are intended to be converted		4,079.00				2,682.00		
Rattans and reeds, unmanufactured		570,614.75				464,940.00		

No 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.				1887.			
	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.	Quantities.	Values.	Discriminating duty.	Average value per unit of quantity.
FREE OF DUTY.								
Wood, unmanufactured, not elsewhere specified—Continued.								
Sticks, joints, and reeds—Continued.								
Sticks, crude, to wit: All partridge, hairwood, pimento, orange, myrtle, bamboo, reeds, and sticks and canes in the rough, or no further manufactured than cut into lengths suitable for umbrella, parasol, or sun-shade sticks or walking canes		*Dollars.* 57,221.00	*Dollars.*	*Dollars.*		*Dollars.* 36,651.00	*Dollars.*	*Dollars.*
Total wood, unmanufactured		3,514,065.11				3,550,191.83		
Yams		3,349.53				3,003.95		
Articles imported free of duty under reciprocity treaty with Hawaiian Islands, act of August 15, 1876:								
Rice, cleaned ... pounds	6,892,900	361,567.00		.052	9,263,700	383.985.00		.041
Molasses ... gallons	61,127	7,786.00		.127	113,574	14,712.00		.128
Sugar, Dutch standard in color:								
Not above No. 13 ... pounds	133,638,543	6,275,442.00		.047	157,390,839	6,535,021.00		.042
Above No. 13 and not above No. 16 ... do	57,331,700	2,856.511.00		.050	60,740,925	2,713,232.00		.045
Above No. 16 and not above No. 20 ... do	762,932	34,873.00		.046	159,571	7,098.00		.044
Total sugar ... do	191,733,175	9,166,826.00		.048	218,290,835	9,255,351.00		.042
Total from Hawaiian Islands, free under treaty		9,536,179.00				9,654,048.00		
All other free articles		2,050.00				622.00		
TOTAL FREE OF DUTY		211,530,759.07	*a*877,277.06			233,093,659.15	*b*1,997,146.85	
Withdrawals from warehouse for consumption		410,074.81	128,623.23			2,219,077.90	1,270,802.40	
Entered for immediate consumption		211,120,684.26	748,653.83			230,874,581.25	726,344.45	

a Of this amount $871,245.12 was tax imposed by the internal-revenue laws.
b Of this amount $1,996,528.49 was tax imposed by the internal-revenue laws.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

[NOTE.—Amounts of additional and discriminating duty, also the values of all merchandise withdrawn from warehouse on which the duty has been remitted, have been excluded from the computation of the average ad valorem rates of duty.]

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Animals, not elsewhere specified:			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Cattle ..... number.	20 per cent.....	52,996	681,358.26	136,271.66	871.60	72,977	980,605.31	196,121.06	846.20	13.437	20.00
Hogs ..... do..	....do	1,503	2,914.18	582.83	.....	1,634	3,871.25	774.25	.....	2.369	20.00
Horses ..... do..	....do	37,282	1,914,850.98	382,970.20	199.00	38,800	2,450,763.45	490,152.69	669.50	63.164	20.00
Sheep ..... do..	....do	370,996	949,841.31	189,968.27	265.60	451,266	1,187,918.80	237,583.76	113.40	2.632	20.00
All other	....do	.....	64,507.96	12,901.60	35.40	.....	41,907.70	8,381.54	27.20	.....	20.00
Total animals	.....	.....	3,613,472.69	722,694.56	1,371.60	.....	4,665,066.51	933,013.30	1,656.30	.....	20.00
Art-works, not elsewhere specified:											
Paintings, in oil or water colors	30 per cent.....	.....	827,762.51	248,328.75	176.22	.....	1,819,646.87	545,894.05	2,211.95	.....	30.00
Statuary	....do	.....	89,014.70	26,704.41	53.50	.....	106,259.00	31,877.70	495.60	.....	30.00
Total art-works	.....	.....	916,777.21	275,033.16	229.72	.....	1,925,905.87	577,771.75	2,707.55	.....	30.00
Blacking of all kinds.....	25 per cent.....	.....	87,281.00	21,820.25	.60	.....	63,552.11	15,888.03	2.63	.....	25.00
Bladders, manufactures of	....do	.....	.....	.....	.....	.....	11.00	2.75	.....	.....	25.00
Bird-nests.....	20 per cent.....	.....	.....	.....	.....	.....	120.00	24.00	.....	.....	20.00
Books, maps, engravings, etchings, and other printed matter, not elsewhere specified:											
Books, pamphlets, bound or unbound, and all printed matter, not specially enumerated or provided for	25 per cent.....	.....	2,133,912.14	533,478.05	819.20	.....	2,286,409.96	571,602.52	989.48	.....	25.00
Drawings	20 per cent.....	.....	30.34	6.07	.....	.....	607.00	121.40	.....	.....	20.00
Engravings, bound or unbound, etchings, and illustrated books	25 per cent.....	.....	368,420.00	92,105.00	40.20	.....	435,357.00	108,839.25	4.80	.....	25.00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Books, maps, engravings, etc.—Cont'd.											
Maps and charts	25 per cent	.....	14,411.00	3,602.75	.....	.....	13,763.74	3,440.93	.....	.....	25.00
Total books, maps, etc		.....	2,516,773.48	629,191.87	859.40	.....	2,736,137.70	684,004.10	994.28	.....	25.00
Brass, and manufactures of:											
Bars or pigs ..... pounds.	1½ cts. per pound	1,956	91.00	29.34	.....	7,005.25	756.00	105.08	.....	.108	13.90
Old, and clippings from brass, or Dutch metal ..... pounds.	do	173,511	30,076.00	2,602.67	.....	182,304	31,229.05	2,734.57	.....	.171	8.76
Bedsteads, and other house furniture.	35 per cent	.....	.....	.....	.....	.....	988.00	345.80	.....	.....	35.00
Manufactures of, not specially enumerated or provided for	45 per cent	.....	363,934.30	163,770.42	96.25	.....	372,782.76	167,752.25	28.40	.....	45.00
Total brass, etc		.....	394,101.30	166,402.43	96.25	.....	405,755.81	170,937.70	28.40	.....	42.13
Breadstuffs:											
Barley ..... bushels.	10 cts. per bushel	9,975,088.52	6,899,960.55	997,508.85	.....	10,336,875.32	6,152,825.10	1,033,687.53	.....	.595	16.80
Barley, pearled, patent, or hulled ..... pounds.	½ ct. per pound	65,378	7,963.29	326.89	.....	73,688	8,709.00	368.44	.....	.118	4.23
Bran and mill-feed	20 per cent	.....	79,417.32	15,883.49	.....	.....	69,643.37	13,928.67	.....	.....	20.00
Bread and biscuit	do	.....	55,409.11	11,081.81	.....	.....	30,433.25	6,086.65	.....	.....	20.00
Buckwheat ..... bushels.	10 per cent	75,647.76	30,757.55	3,075.76	.....	70,249.50	26,547.55	2,654.76	.....	.378	10.00
Buckwheat flour ..... pounds.	20 per cent	44,886	774.75	154.95	.....	105,535	1,590.00	318.00	.....	.015	20.00
Corn or maize ..... bushels.	10 cts. per bushel	15,907.36	8,778.14	1,590.74	.....	30,633.20	17,040.04	3,063.32	.....	.556	17.98
Corn-meal ..... do.	do	3,485.70	1,993.20	348.57	.....	822.90	514.92	82.29	.....	.626	15.98
Oats ..... do.	do	51,836.10	19,332.76	5,183.61	.....	87,366.24	29,605.63	8,736.62	.....	.339	29.51
Oatmeal ..... pounds.	½ ct. per pound	1,063,196	49,372.40	5,315.98	.....	972,570	38,088.00	4,862.85	.....	.039	12.77
Rye ..... bushels.	10 cts. per bushel	108.40	69.00	10.84	.....	1,473.30	1,197.00	147.33	.....	.812	12.31
Wheat ..... bushels.	20 cts. per bushel	4,961.83	5,882.29	992.36	.....	6,005.84	6,998.85	1,201.17	.....	1.166	17.16
Wheat-flour ..... barrels.	20 per cent	1,375	4,651.20	930.23	.....	1,029	3,368.01	673.61	.....	3.273	20.00
Total breadstuffs		.....	7,164,361.56	1,042,404.08	.....	.....	6,386,560.72	1,075,811.24	.....	.....	16.84

Bristles ..... pounds.	15 cts. per pound..	999,877.50	1,029,975.00	149,981.63	9.90	1,162,824.75	1,156,435.00	174,423.71	13.60	.995	15.08
Brooms of all kinds	25 per cent.....	.....	3,629.00	907.25	.....	.....	4,174.80	1,043.70	.....	.....	25.00
Brushes of all kinds	30 per cent.....	.....	522,209.54	156,662.88	44.40	.....	557,347.54	167,204.26	3.60	.....	30.00
Buttons and button materials:											
Buttons and button molds, not specially enumerated or provided for, not including brass, gilt, or silk buttons	25 per cent.....	.....	3,364,338.78	841,084.70	298.70	.....	3,469,016.25	867,254.07	192.50	.....	25.00
Lastings, mohair cloth, silk twist, or other manufactures of cloth, woven or made in patterns of such size, shape, or form, or cut in such manner as to be fit for buttons exclusively	10 per cent.....	.....	479,211.00	47,921.10	.....	.....	303,911.00	30,391.10	.....	.....	10.00
Total buttons, etc	.....	.....	3,843,549.78	889,005.80	298.70	.....	3,772,927.25	897,645.17	192.50	.....	23.79
Candles and tapers of all kinds	20 per cent.....	.....	18,809.75	3,761.95	.....	.....	39,616.50	7,923.30	.....	.....	20.00
Carriages, and parts of, not specially enumerated or provided for	35 per cent.....	.....	256,367.00	89,728.45	.....	.....	242,998.72	85,049.55	170.60	.....	35.00
Cement, Roman, Portland, and all other ..... barrels.	20 per cent.....	650,032	733,296.60	146,659.31	22.10	1,070,400	1,101,994.41	220,398.88	102.26	1.030	20.00
Cement for bicycles	....do	.....	1,098.00	219.60	.....	.....	538.00	107.60	.....	.....	20.00
Chalk, prepared, precipitated, French, red, and all other chalk preparations not specially enumerated or provided for	....do	.....	16,117.00	3,223.40	.....	.....	15,038.00	3,007.60	.....	.....	20.00
Chemicals, drugs, dyes, and medicines, not elsewhere specified:											
Acids—											
Acetic, acetous, or pyroligneous—											
Specific gravity not exceeding 1.047 ..... pounds	2 cts. per pound...	3,163	467.00	63.26	.....	842	95.00	16.84	.....	.113	17.73
Specific gravity exceeding 1.047 ..... pounds.	10 cts. per pound..	93	10.00	9.30	.....	18,302	2,069.00	1,830.20	.....	.113	88.46
Boracic—											
Commercial ..... pounds.	4 cts. per pound...	393,832	22,462.00	15,753.28	33.70	341,446	16,965.00	13,657.84	67.90	.050	80.51
Pure ..... do..	5 cts. per pound...	36,823	3,775.91	1,841.15	.....	34,738	2,920.00	1,736.90	.....	.084	59.48
Chromic	15 per cent.....	.....	101.00	15.15	.....	.....	5,571.00	835.65	.....	.....	15.00
Citric ..... pounds.	10 cts. per pound..	97,985	42,501.76	9,798.50	.....	150,471.20	64,208.00	15,047.12	28.00	.427	23.43
Tannic and tannin ..... do..	$1 per pound.....	190	116.00	190.00	.....	390	198.00	390.00	.....	.508	196.97
Tartaric ..... do..	10 cts. per pound..	7	4.43	.70	.....	515	181.40	51.50	.....	.352	28.39
Alumina, alum, patent alum, alum substitute, sulphate of alumina, aluminous cake, and alum in crystals or ground ..... pounds.	$\frac{6}{10}$ ct. per pound...	2,070,125	35,342.86	12,420.74	.....	3,687,255	54,007.75	22,123.53	.....	.015	40.96
Ammonia—											
Anhydrous, liquefied by pressure ..... pounds.	20 per cent.....	.....	.....	.....	.....	960	88.00	17.60	.....	.092	20.00
Aqua or water of ammonia.. do..	....do	45	5.70	1.14	.....	150,609	1,511.00	302.20	.....	.010	20.00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad-valorem rate of duty.
DUTIABLE.											
Chemicals, drugs, dyes, etc.—Continued.											
Ammonia—Continued.			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Carbonate of.....pounds.	20 per cent.....	622,188	50,362.16	10,072.42	.....	980,208	64,832.00	12,966.40	.....	.066	20.00
Muriate of, or sal ammoniac..do..	10 per cent.....	1,699,531	103,715.86	10,371.58	.....	2,196,483	110,531.00	11,053.10	.....	.050	10.00
Sulphate of .....do..	20 per cent.....	2,232,816	50,482.00	10,096.40	.....	852,129	17,275.00	3,455.00	.....	.020	20.00
Antimony, as regulus or metal ..do..	10 per cent.....	2,567,575	191,226.21	19,122.62	.....	3,085,497	192,902.00	19,290.20	.....	.063	10.00
Azo-benzole (dye)	20 per cent.....	.....	4,131.00	826.20	.....	.....	2,482.00	496.40	.....	.....	20.00
Bark for tanning, extracts of—											
Hemlock .....pounds.	....do	463,536	9,273.00	1,854.60	.....	2,541	51.00	10.20	.....	.020	20.00
Borax—											
Crude .....pounds.	3 cts. per pound...	4	1.00	.12	.....	33	3.80	.99	.....	.115	26.05
Refined ..... do..	5 cts. per pound...	4,625	769.52	231.25	.....	3,731	439.00	186.55	.....	.117	42.49
Camphor, refined .....do..	....do	133	16.45	6.65	.....	307	45.00	15.35	.....	.146	34.11
Carmine of Persian berries and extract of fustic	20 per cent.....	.....	.....	.....	.....	.....	11,525.00	2,305.00	.....	.....	20.00
Cachous de Laval	....do	.....	691.00	138.20	.....	.....	1,347.00	269.40	.....	.....	20.00
Chloroform .....pounds.	50 cts. per pound..	24	19.00	12.00	.....	5	6.00	2.50	.....	1.200	41.67
Coal-tar colors or dyes, not specially enumerated or provided for	35 per cent.....	.....	1,493,388.00	522,685.80	285.47	.....	1,540,813.00	539,284.55	629.83	.....	35.00
Coal tar, all preparations of, not colors or dyes, not specially enumerated or provided for.....	20 per cent.....	.....	54,591.00	10,918.20	.....	.....	48,616.00	9,723.20	228.40	.....	20.00
Cobalt, oxide of .....pounds.	....do	14,215	22,757.00	4,551.40	.....	28,681	42,034.00	8,406.80	485.80	1.466	20.00
Coloring for brandy	50 per cent.....	.....	11,030.00	5,515.00	.....	.....	9,211.00	4,605.50	.....	.....	50.00
Collodion, and all compounds of pyroxyline .....pounds.	50 cts. per pound..	2	10.00	1.00	.....	6	58.00	3.00	.....	9.667	5.17
Copper, sulphate of, or blue vitriol .....pounds.	3 cts. per pound...	422	19.39	12.66	.....	462.50	18.00	13.88	.....	.039	77.11
Coumarin (extract of Tonka bean)...	20 per cent.....	.....	804.00	160.80	.....	.....	1,792.00	358.40	.....	.....	20.00
Crysillic wash for sheep.....	....do	.....	1,955.75	391.15	.....	.....	4,009.00	801.80	.....	.....	20.00
Dextrine, burnt starch, gum substitute, or British gum.....pounds.	1 ct. per pound....	6,780,220	225,180.00	67,802.20	.....	5,617,751	177,849.00	56,177.51	.....	.032	31.59
Ethers—											
Nitrous, spirits of.....pounds.	30 cts. per pound..	.....	.....	.....	.....	10	5.00	3.00	.....	.500	60.00

Sulphuric ..... do..	50 cts. per pound..	18.50	20.15	9.25	.....	114	120.00	57.00	.....	1.053	47.50
Of all kinds, not specially enumerated or provided for, pounds.	$1 per pound.....	544.50	870.00	544.50	.....	541	878.00	541.00	.....	1.623	61.62
Extract of malt	20 per cent.....	.....	949.00	189.80	.....	.....	1,002.00	200.40	.....	.....	20.00
Extracts for dyeing, not elsewhere specified	....do	.....	3,653.00	730.60	.....	.....	700.00	140.00	.....	.....	20.00
Fish-glue, or isinglass..... pounds	25 per cent.....	57,483	37,131.91	9,282.98	.....	132,176	61,612.00	15,403.00	.....	.466	25.00
Gelatine, and all similar preparations.	30 per cent.....	.....	220,137.00	66,041.10	.....	.....	219,357.95	65,807.39	3.80	.....	30.00
Glycerine—											
Crude, brown or yellow, of the specific gravity of 1.25 or less at a temperature of 60° Fahrenheit, not purified by refining or distilling ....pounds	2 cts. per pound...	7,920,766	396,657.00	158,415.32	82.34	10,245,356	826,745.00	204,907.12	.....	.081	24.78
Refined ..... do..	5 cts. per pound...	2,282,175	171,839.00	114,108.75	.....	1,786,748	189,339.00	89,337.40	.....	.106	47.18
Incense	20 per cent.....	.....	432.61	86.52	.....	.....	688.00	137.60	.....	.....	20.00
Indigo—											
Carmined ..... pounds	10 per cent.....	19,407	19,447.00	1,944.70	.....	29,168	33,024.60	3,302.46	.....	1.132	10.00
Extract of ..... do..	....do	1,974,255	139,476.60	13,947.66	.....	1,528,632	109,131.00	10,913.10	.....	.071	10.00
Substitute.....	....do	.....	690.00	69.00	.....	.....	2,681.00	268.10	.....	.....	10.00
Auxiliary of.....	20 per cent.....	.....	49,228.00	9,845.60	.....	.....	49,756.00	9,951.20	.....	.....	20.00
Infants' food	....do	.....	37,617.00	7,523.40	.....	.....	43,635.27	8,727.05	.....	.....	20.00
Insect powder, of natural flowers ...	....do	.....	18,835.62	3,767.12	.....	.....	3,866.00	773.20	519.40	.....	20.00
Insect powder.....	10 per cent.....	.....	97,044.00	9,704.40	598.20	.....	129,783.00	12,978.30	353.60	.....	10.00
Iodoform..... pounds.	$2 per pound.....	119.95	454.00	239.90	.....	140.71	491.00	281.42	.....	3.489	57.32
Iron, sulphate of, or copperas....do..	$\frac{3}{10}$ ct. per pound...	121,609	387.00	364.83	.....	136,573	723.00	409.73	.....	.005	56.67
Lead, acetate of—											
White ..... do..	6 cts. per pound...	18,710.33	843.60	1,122.61	.....	36,589	1,674.42	2,195.34	.....	.046	131.11
Nitrate of..... do..	3 cts. per pound...	2	3.43	.06	.....	12,331	584.00	369.92	.....	.047	63.34
Licorice—											
Juice ..... do..	....do	9,573	1,218.00	287.19	.....	.....	.....	.....	.....	.....	.....
Paste or roll ..... do..	7½ cts. per pound..	1,166,560	152,191.00	87,492.02	.....	1,068,115	142,602.00	80,108.63	40.00	.134	56.18
Logwood and other dye-woods, extracts and decoctions .....pounds.	10 per cent.....	3,764,744	280,191.00	28,019.10	36.50	3,666,378	245,036.00	24,503.60	18.30	.067	10.00
Magnesia—											
Calcined ..... do..	10 cts. per pound..	12,647	3,280.05	1,264.70	1.00	3,721	922.00	372.10	.....	.248	40.36
Carbonate of, medicinal.....do..	5 cts. per pound...	72,589	6,836.00	3,629.45	13.10	77,072	6,652.00	3,853.60	14.60	.086	57.93
Sulphate of, Epsom salts ....do..	½ ct. per pound....	14,187	187.62	70.93	.....	15,531	195.38	77.65	.....	.013	39.74
Mineral waters, all imitations of natural mineral waters, and all artificial mineral waters .....gallons.	30 per cent.....	63,134	16,902.80	5,070.83	1.60	21,243	6,473.14	1,941.94	.....	.305	30.00
Morphia, or morphine, and salts thereof .....ounces	$1 per ounce	17,611.47	26,758.00	17,611.47	.....	14,311	24,456.00	14,311.00	.....	1.709	58.52
Do .....withdrawn for transfer to manufacturing warehouses .....ounces.	Duty remitted under sec. 3433 R. S.	120	12,300.00	.....	.....	120	98.00	.....	.....	.817	.....
Œnotannin (for clearing wine)	20 per cent.....	.....	80.00	16.00	.....	.....	413.00	82.60	.44	.....	20.00
Opium—											
Crude, containing 9 per cent. and over of morphia .....pounds.	$1 per pound.....	351,193.11	798,489.00	351,193.11	12.70	468,153.13	1,069,918.00	468,153.13	16.50	2.285	43.76

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Chemicals, drugs, dyes, etc.—Continued.											
Opium—Continued.											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Extract of, aqueous, for medicinal uses ..... pounds.	40 per cent	.....	.....	.....	.....	41	235.00	94.00	.....	5.732	40.00
Prepared for smoking, and all other preparations of, not specially enumerated or provided for ..... pounds.	$10 per pound	49,733.433	447,840.00	497,334.33	.....	60,902	549,040.00	600,020.00	.....	9.015	110.92
Tincture of, as laudanum, and all other liquid preparations of, not specially enumerated or provided for	40 per cent	.....	116.00	46.40	.....	.....	37.00	14.80	.....	.....	40.00
Pastiles	20 per cent	.....	140.00	28.00	.....	.....	752.00	150.40	.....	.....	20.00
Phosphorus ..... pounds.	10 cts. per pound	153,234	85,879.00	15,323.40	.....	195,810	100,321.00	19,581.00	.....	.512	19.52
Potash—											
Bicarbonate of, or saleratus, calcined, or pearl-ash ..... pounds.	1½ cts. per pound	29,426	1,542.76	441.40	.....	21,734	533.00	326.00	.....	.025	61.16
Carbonate of, or fused ..... do.	20 per cent	4,266,608	153,799.00	30,759.80	.....	4,584,934	159,526.00	31,905.20	.....	.035	20.00
Caustic ..... do.	....do	1,296,062	62,221.12	12,444.22	.....	1,237,857	56,184.00	11,236.80	.....	.045	20.00
Chlorate of ..... do.	3 cts. per pound	1,827,199.33	230,477.55	54,815.98	235.20	1,855,899	223,321.00	55,676.97	.....	.120	24.93
Chromate and bichromate ... do.	....do	1,985,808.50	139,116.63	59,574.25	.....	1,722,465	120,305.15	51,673.95	.....	.070	42.95
Crude ..... do.	20 per cent	464,431	16,869.00	3,373.80	126.80	159,342	4,077.00	815.40	.....	.026	20.00
Hydriodate, iodide, and iodate ..... pounds.	50 cts. per pound	43.50	96.00	21.75	.....	55	170.00	27.50	.....	3.091	16.18
Nitrate of, or saltpeter—											
Crude ..... do.	1 ct. per pound	10,471,618	285,628.83	104,716.18	418.70	10,522,118	298,070.00	105,221.18	.....	.028	35.30
Refined ..... do.	1½ cts. per pound	54,211	2,598.81	813.17	.....	218,473	9,723.42	3,277.10	.....	.045	33.70
Prussiate of—											
Red ..... do.	10 cts. per pound	57,100	19,005.19	5,710.00	.....	80,492	22,831.00	8,049.20	.....	.283	35.26
Yellow ..... do.	5 cts. per pound	338,967	51,581.15	16,948.35	.....	412,130	58,300.00	20,606.50	.....	.141	35.35
Sulphate of ..... do.	20 per cent	651,883	10,850.32	2,170.06	.....	1,996 324	38,986.00	7,797.20	.....	.020	20.00
Powder for custards	....do	.....	322.00	64.40	.....	.....	.....	.....	.....	.....	.....
Purree (a color)	10 per cent	.....	.....	.....	.....	.....	477.00	47.70	.....	.....	10.00
Santonine ..... pounds.	$3 per pound	108	195.00	324.00	.....	68	117.00	204.00	.....	1.721	174.36

Sea-weed, preparations of, not elsewhere specified	20 per cent		2,651.15	530.23			631.00	126.20	5.50		20.00
Soda—											
Bicarbonate of, or supercarbonate of ... pounds	1½ cts. per pound	3,220,927	54,510.97	48,313.91		2,478,669	45,801.33	37,180.07		.018	81.18
Bichromate of ... do	3 cts. per pound	827,347	40,705.00	24,820.41		758,860	38,678.00	22,765.80		.051	58.86
Hydrate or caustic ... do	1 ct. per pound	77,843,401	1,558,760.88	778,434.01		83,849,903	1,608,490.34	838,499.03	16.30	.019	52.13
Sal. or soda crystals ... do	¼ ct. per pound	30,687,608	197,239.97	76,719.03	56.20	25,681,496	164,566.61	64,203.75	56.30	.006	39.01
Silicate of, or other alkaline silicate ... pounds	½ ct. per pound	133,365	1,428.04	666.82		475,039	6,002.00	2,375.20		.013	39.57
Soda-ash ... do	¼ ct. per pound	279,931,929	3,229,030.36	699,829.83	68.51	263,274,392	2,857,929.77	658,185.99		.011	23.03
Sulphate of—											
Glauber salts ... do	20 per cent	961,781	5,969.62	1,193.92		613,132	2,600.64	520.12		.004	20.00
Salt-cake, crude or refined, or niter-cake, crude or refined ... pounds	do	7,935,237	32,722.00	6,544.40		15,366,588	43,766.27	8,753.25		.003	20.00
Strychnia, or strychnine, and all salts thereof ... ounces	50 cts. per ounce	37.25	42.00	18.62		22.60	37.00	11.30		1.637	30.54
Sulphur—											
Refined, in rolls ... tons	$10 per ton	116.050	3,877.00	1,160.50		83.545	2,383.00	835.45		28.523	35.06
Sublimed, or flowers of ... do	$20 per ton	212.609	8,739.00	4,252.18		278.563	9,980.00	5,571.26		35.827	55.82
Sumac—											
Extract of ... pounds	20 per cent	1,602,165	70,311.00	14,062,20		2,155,122	83,674.00	16,734.80		.039	20.00
Ground ... do	3/10 ct. per pound	16,656,606	494,361.00	49,969.80		15,896,875	382,704.00	47,690.64		.024	12.46
Tartar—											
Cream of ... pounds	6 cts. per pound	11,834	3,164.00	710.04		34,099	8,952.80	2,045.94		.263	22.85
Emetic (tartarized antimony), ... pounds	25 per cent	12,036	3,012.00	753.00		1,335	333.00	83.25		.249	25.00
Partly refined, including lees' crystals ... pounds	4 cts. per pound	19,734	4,305.00	789.36		30,405	6,151.00	1,216.20		.202	19.77
Tartrate of soda and potassa, or Rochelle salts ... pounds	3 cts. per pound	73.50	19.27	2.21		552	116.00	16.56		.210	14.28
Wafers, medicinal	20 per cent		9.00	1.80							
All other, not specially enumerated or provided for—											
Barks, beans, berries, balsams, buds, bulbs and bulbous roots and excrescences, such as nutgalls, fruits, flowers, dried fibers, grains, gums and gum resins, herbs, leaves, lichens, mosses, nuts, roots and stems, spices, vegetables, seeds (aromatic, not garden seeds), and seeds of morbid growth, weeds, woods used expressly for dyeing, and dried insects, any of the foregoing which are not edible, but which have been advanced in value or condition by refining or grinding, or by other process of manufacture	10 per cent		82,684.29	8,268.44	1 90		47,942.19	4,794.21			10 00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Chemicals, drugs, dyes, etc.—Continued.											
All other, not specially enumerated or provided for—Continued.											
Preparations known as alkalies and alkaloids, and all combinations of the same, and all chemical compounds and salts, by whatever name known	25 per cent		*Dollars.* 340,431.06	*Dollars.* 85,107.73	*Dollars.* 49.53		*Dollars.* 386,140.20	*Dollars.* 96,535.05	*Dollars.* 607.10	*Dolls.*	*P. ct.* 25.00
Preparations, medicinal—											
Cerates, conserves, decoctions, emulsions, extracts, solid or fluid; infusions, juices, liniments, lozenges, mixtures, ointments, oleoresins, pills, plasters, powders, resins, suppositories, sirups, vinegars, and waters, of any of which alcohol is not a component part	do		151,722.55	37,930.65	30.20		154,809.52	38,702.39	40.00	.....	25.00
Essences, ethers, extracts, mixtures, spirits, tinctures, and medicated wines, of which alcohol is component part..pounds	50 cts. per pound	19,976.77	4,847.25	9,988.40	14.25	36,625.75	8,842.00	18,313.38	14.05	.241	207.12
Preparations, proprietary, to wit—											
All pills, powders, troches, or lozenges, sirups, cordials, bitters, anodynes, tonics, plasters, liniments, salves,											

ointments, pastes, drops, waters, essences, spirits, oils, or preparations or compositions recommended to the public as proprietary articles, or prepared according to some private formula, as remedies or specifics for any disease or diseases or affections whatever, affecting the human or animal body (except cosmetics and toilet preparations)	50 per cent	.....	190,385.36	95,192.70	31.20	.....	235,474.80	117,737.41	275.10	.....	50.00
Total chemicals, drugs, dyes, etc. *a*	.....	.....	12,796,387.52	4,347,626.05	2,097.10	.....	13,285,225.75	4,654,165.24	3,420.92	.....	35.03
Chicory root, ground or unground, burnt or prepared ..... pounds	2 cts. per pound	4,046,109	132,144.00	80,922.18	.....	5,333,585	163,682.00	106,671.70	.....	.031	65.17
Chocolate ..... do	do	269,698.50	76,046.62	5,393.97	.....	284,684	74,197.00	5,693.68	.....	.261	7.67
Cider ..... gallons	20 per cent	5,108	1,466.60	293.32	.....	1,739	499.20	99.84	.....	.287	20.00
Clay or earths:											
China clay, or kaoline ..... tons	$3 per ton	14,183.199	110,452.00	42,549.58	108.50	20,387.273	135,853.00	61,161.83	.....	6.664	45.02
Unwrought or unmanufactured, not specially enumerated or provided for ..... tons	$1.50 per ton	11,807.377	89,626.00	17,711.09	.....	15,411.454	127,768.24	23,117.23	.....	8.291	18.09
Wrought or manufactured, not specially enumerated or provided for, ... tons	$3 per ton	3,908.76	34,129.00	11,726.26	.....	1,841.24	22,740.00	5,523.72	.....	12.350	24.29
Verdi de prato	20 per cent	.....	.....	.....	.....	.....	407.00	81.40	.....	.....	20.00
Total clays or earths	.....	.....	234,207.00	71,986.93	108.50	.....	286,768.24	89,884.18	.....	.....	31.34
Clocks and watches, and parts of:											
Chronometers, box or ship's, and parts of	10 per cent	.....	1,340.00	134.00	.....	.....	1,461.00	146.10	.....	.....	10.00
Clocks and parts of	30 per cent	.....	321,410.68	96,423.19	12.10	.....	378,079.43	113,423.83	81.10	.....	30.00
Watches and parts of:											
Watches	25 per cent	.....	820,909.13	205,227.28	8.30	.....	1,198,109.00	299,527.25	.....	.....	25.00
Watch-cases, watch movements, parts of watches, and watch materials, not specially enumerated or provided for	25 per cent	.....	218,881,00	54,720.25	.....	.....	304,914.62	76,228.65	.....	.....	25.00
Total clocks, watches, etc	.....	.....	1,362,540.81	356,504.72	20.40	.....	1,882,564.05	489,325.83	81.10	.....	25.99

a See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Coal and coke:			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Bituminous coal and shale .....tons.	75 cts. per ton.....	774,799.90	2,492,318.35	581,099.98	6.91	872,652.297	2,692,087.39	654,489.25	.....	3.085	24.31
Do....withdrawn from warehouse as supplies for vessels.....tons.	Duty remitted under section 16, act of June 26, 1884.	1,692	3,195.00	.....	.....	.....	.....	.....	.....	.....	.....
Slack or culm of coal, such as will pass through a half inch screen, ... tons.	30 cts. per ton.....	45,132.47	50,799.35	13,539.74	.....	36,292.80	27,313.97	10,887.83	.....	.753	39.86
Coke.....tons.	20 per cent.....	24,305	78,678.00	15,735.60	.....	31,127.41	91,756.95	18,351.38	.....	2.948	20.00
Total coal and coke *a*.....	.....	.....	2,624,990.70	610,375.32	6.91	.....	2,811,158.31	683,728.46	.....	.....	24.32
Cocoa, prepared or manufactured, ... pounds.	2 cts. per pound...	357,877.50	100,003.24	7,157.55	.....	451,014.50	126,543.92	9,020.29	.....	.281	7.13
Cocoa butter	20 per cent.....	.....	50,709.00	10,141.80	.....	.....	18,362.00	3,672.40	.....	.....	20.00
Coffee substitutes, viz:											
Acorns and dandelion root, raw or prepared, and all other articles used or intended to be used as coffee, or as substitutes therefor, not specially enumerated or provided for.....pounds.	2 cts. per pound...	77,997	5,552.00	1,559.94	.....	110,746	6,597.00	2,214.92	.....	.060	33.57
Coffee essence.....	20 per cent.....	.....	262.40	52.48	.....	.....	50.00	10.00	.....	.....	20.00
Racahout.....	....do.....	.....	.....	.....	.....	.....	752.00	150.40	.....	.....	20.00
Collodion, manufactured:											
In finished or partly finished articles, ... pounds.	60 cts. p. lb. and 25 per cent.	96.125	1,111.00	335.43	.....	120.937	1,110.00	350.06	.....	9.178	31.54

Rolled or in sheets, but not made up into articles.....pounds.	60 cts. per pound ..	172.25	324.00	103.35	.....	20	105.00	12.00	.....	5.250	11.43
Copper, and manufactures of:											
Ores, fine copper contained therein, ... pounds.	2½ cts. per pound ..	4,123,842.50	413,276.00	103,096.07	.....	4,149,412	209,005.00	103,735.32	.....	.050	49.63
Regulus of, and black or coarse copper, and copper cement, fine copper contained therein. ...pounds.	3½ cts. per pound ..	186,887	14,962.00	6,541.05	.....	29,094	1,443.00	1,018.30	.....	.050	70.57
Old, fit only for remanufacture, and clippings from new copper.pounds.	3 cts. per pound...	41,025	2,647.00	1,230.75	.....	37,786	2,198.00	1,133.58	.....	.058	51.57
Composition metal, of which copper is a component material of chief value, not specially enumerated or provided for .....pounds.	3 cts. per pound...	14,982	2,699.00	449.46	.....	977	212.00	29.31	.....	.217	13.83
Plates, not rolled, bars, ingots, Chili or other pig, and in other forms, not manufactured, or enumerated, ... pounds.	5 cts. per pound...	159	24.00	6.36	.....	415	40.00	16.60	.....	.096	41.50
Plates, rolled, called braziers' copper, sheets, rods, pipes, and copper bottoms	35 per cent.....	374	21.00	7.35	.....	6,262	666.00	233.10	.....	.106	35.00
Sheathing, or yellow metal, not wholly of copper, nor wholly nor in part of iron, ungalvanized, in sheets 48 inches long and 14 inches wide, and weighing from 14 to 34 ounces per square foot .. pounds.	....do	.....	.....	.....	.....	34,289	3,124.00	1,093.40	2.22	.091	35.00
Do....withdrawn from warehouse for construction or repair of vessels .....pounds.	Duty remitted under sections 2513 and 2514, R. S.	662,466	78,572.00	.....	.....	616,721	58,841.00	.....	.....	.095	.....
Manufactures, articles, or wares, not specially enumerated or provided for, composed wholly or in part of copper, whether partly or wholly manufactured	45 per cent.....	.....	19,093.46	8,592.05	.....	.....	48,216.60	21,697.47	.....	.....	45.00
Total copper, and manufactures of *a*		.....	531,294.46	119,923.09	.....	.....	323,745.60	128,957.08	2.22	.....	48.68
Corks, and cork bark, manufactured ...	25 per cent.....	.....	176,678.62	44,169.65	126.20	.....	209,531.58	52,382.90	116.20	.....	25.00
Corsets, of whatever material composed-	35 per cent.....	.....	957,256.00	335,039.60	5.95	.....	1,058,793.00	370,577.55	4.40	.....	35.00

a See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty,	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Cotton, manufactures of:											
Thread—											
Thread, yarn, warps, or warp-yarns, whether single or advanced beyond the condition of single, by twisting two or more single yarns together, whether on beams or in bundles, skeins, or cops, or in any other form—			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Valued at not exceeding 25 cents per pound...pounds.	10 cts. per pound..	111, 919	24, 494. 91	11, 191. 90	.....	209, 137. 75	47, 419. 00	20, 913. 78	.....	.227	44. 10
Valued at over 25 and not exceeding 40 cents per pound..... pounds.	15 cts. per pound..	300, 686. 68	101, 715. 00	45, 103. 00	.....	624, 537. 48	221, 477. 00	93, 680. 62	.....	.355	42. 30
Valued at over 40 and not exceeding 50 cents per pound.....pounds.	20 cts. per pound..	157, 568. 93	72, 118. 00	31, 513. 79	.....	477, 395. 29	210, 422. 00	95, 479. 07	.....	.441	45. 38
Valued at over 50 and not exceeding 60 cents per pound..... pounds.	25 cts. per pound..	277, 180. 77	155, 279. 00	69, 295. 20	3. 80	322, 656. 67	178, 405. 00	80, 664. 18	.....	.553	45. 21
Valued at over 60 and not exceeding 70 cents per pound.....pounds.	33 cts. per pound..	44, 250. 86	28, 252. 00	14, 602. 76	.....	41, 022. 85	26, 599. 00	13, 537. 55	.....	.648	50. 89
Valued at over 70 and not exceeding 80 cents per pound.....pounds.	38 cts. per pound..	50, 766. 36	39, 395. 00	19, 291. 22	.....	32, 823. 63	25, 174. 30	12, 472. 98	7. 60	.767	49. 55
Valued at over 80 cents and not exceeding $1.00 per pound .....pounds.	48 cts. per pound..	79, 524. 70	70, 663. 00	38, 171. 86	.....	60, 980	54, 724. 00	29, 270. 40	.....	.897	53. 49
Valued at over $1.00 per pound..... pounds.	50 per cent.....	163, 059	213, 017. 00	106, 508. 50	.....	118, 221. 62	155, 482. 00	77, 741. 00	13. 00	1.315	50. 00
Total thread, yarns, warps, etc	.....	.....	704, 933. 91	335, 678. 23	3. 80	.....	919, 702. 30	423, 759. 58	20. 60	.....	46. 08

Thread on spools— Of 100 yards each spool, ... dozens.	7 cts. per dozen...	618, 546. 33	78, 393. 52	43, 298. 23	.....	731, 744. 50	95, 167. 00	51, 222. 12	.....	.130	53. 82
Cloth—											
Not exceeding 100 threads to the square inch, counting the warp and filling—											
Not bleached, dyed, colored, stained, painted or printed, valued at 8 cents or less per square yard..sq. yards.	2½ cts. per sq. yard.	245, 835	10, 801. 64	6, 145. 88	.....	160, 118	8, 178. 56	4, 003. 02	.....	.051	48. 94
Bleached, valued at 10 cents or less per square yard, ... sq. yards.	3½ cts. per sq. yard.	1, 401, 586	69, 677. 02	49, 055. 53	.....	1, 325, 342. 25	61, 619. 00	46, 387. 06	.....	.046	75. 28
Dyed, colored, stained, painted, or printed, valued at 13 cents or less per square yard.....sq. yards.	4½ cts. per sq. yard.	1, 535, 616	89, 887. 85	69, 102. 73	4. 70	1, 493, 152. 25	91, 657. 85	67, 191. 91	.....	.061	73. 31
Exceeding 100 and not exceeding 200 threads to the square inch, counting the warp and filling—											
Not bleached, dyed, colored, stained, painted, or printed, valued at 8 cents or less per square yard, ... sq. yards.	3 cts. per sq. yard.	776, 915. 33	46, 358. 00	23, 307. 46	.....	1, 229, 612	65, 648. 00	36, 888. 36	.....	.053	56. 19
Bleached, valued at 10 cents or less per square yard, ... sq. yards	4 cts. per sq. yard.	6, 715, 489. 50	493, 980. 00	268, 619. 58	23. 60	4, 389, 972. 25	314, 930. 27	175, 598. 89	22. 80	.072	55. 76
Dyed, colored, stained, painted, or printed, valued at 13 cents or less per square yard.....sq. yards.	5 cts. per sq. yard.	3, 815, 872. 50	385, 849. 29	190, 793. 63	26. 81	4, 536, 834	460, 800. 25	226, 841. 72	19. 76	.102	49. 23
Not exceeding 200 threads to the square inch, counting the warp and filling—											
Not bleached, dyed, colored, stained, painted, or printed, valued at over 8 cents per square yard .sq. yards.	40 per cent.....	328, 264	33, 016. 00	13, 206. 40	.....	653, 403	63, 952. 75	25, 581. 10	.....	.098	40. 00
Bleached, valued at over 10 cents per square yard, ... sq. yards	....do	3, 164, 109	411, 062. 32	164, 424. 93	2. 40	1, 861, 345	234, 126. 23	93, 650. 49	3. 60	.126	40. 00
Dyed, colored, stained, painted, or printed, valued at over 13 cents per square yard..... sq. yards.	....do	4, 452, 263	730, 469. 56	292, 187. 81	13. 90	6, 418, 006	1, 036, 606. 37	414, 642. 54	94. 82	.162	40. 00
Do	Duty remitted; for use of the U. S.	.....	.....	.....	.....	.....	174. 00	.....	.....	.....	.....

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION**, *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886. Quantities.	1886. Values.	1886. Duties.	1886. Additional and discriminating duty.	1887. Quantities.	1887. Values.	1887. Duties.	1887. Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Cotton, manufactures of—Continued.											
Cloth—Continued.											
Exceeding 200 threads to the square inch, counting the warp and filling—											
Not bleached, dyed, colored, stained, painted, or printed—											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Valued at 10 cents or less per square yard sq.yds.	4 cts. per sq. yard.	100,794	7,882.00	4,031.76	16.28	134,825	9,372.00	5,393.00	19.25	.070	57.54
Valued at over 10 cents per square yard. sq.yds.	40 per cent.....	56,892	7,940.00	3,176.00	.....	98,678	13,443.00	5,377.20	.....	.136	40.00
Bleached—											
Valued at 12 cents or less per square yard. sq.yds.	5 cts. per sq. yard.	1,610,419.25	158,795.20	80,520.96	2.40	1,304,760.25	125,743.00	65,238.01	67.40	.096	51.88
Valued at over 12 cents per square yard. sq.yds.	40 per cent.....	1,878,114	283,247.18	113,298.87	8.80	734,649	120,783.00	48,313.20	.....	.164	40.00
Dyed, colored, stained, painted, or printed—											
Valued at 15 cents or less per square yard. sq.yds.	6 cts. per sq. yard.	2,418,308	304,641.50	145,098.48	.....	2,184,598.25	270,767.00	131,075.90	.....	.124	48.40
Valued at over 15 cents per square yard. sq.yds.	40 per cent.....	3,616,413	697,063.00	278,825.20	337.50	3,502,375.50	677,546.00	271,018.40	.....	.194	40.00
Total cotton cloth *a*.....	.....	32,116,890.58	3,730,670.56	1,701,795.22	436.39	30,027,670.75	3,555,347.28	1,617,200.80	227.63	.118	45.49
Damask (cotton).....	40 per cent.....	.....	496,555.86	198,622.35	70.32	.....	577,161.45	230,864.58	38.86	.....	40.00
Velvet (cotton).....	....do	.....	2,194,551.72	877,820.70	822.40	.....	2,252,965.07	901,186.03	1,505.10	.....	40.00
Clothing, ready-made, and other wearing apparel of cotton, not elsewhere specified	35 per cent.....	.....	413,881.66	144,858.58	10.90	.....	456,750.54	159,862.69	56.90	.....	35.00
Cords, braids, gimps, galloons, webbing, goring, suspenders, and braces.....	....do	.....	724,209.47	253,473.31	181.30	.....	605,478.48	211,917.46	344.30	.....	35.00

Embroideries	40 per cent		6,044,948.38	2,417,979.35	13,671.90		5,668,124.65	2,267,249.85	1,919.20		40.00
Handkerchiefs, hemmed	do		502,886.43	201,154.57	22.72		826,360.00	330,544.00	557.52		40.00
Knit goods, composed wholly of cotton—											
Shirts and drawers—											
Fashioned, narrowed, or shaped wholly or in part by knitting machines or frames, or knit by hand	40 per cent		34,159.88	13,663.94			51,282.00	20,512.80			40.00
Made on knitting machines or frames	35 per cent		112,163.00	39,257.05			247,327.00	86,564.45			35.00
Stockings, hose, and half-hose—											
Fashioned, narrowed, or shaped wholly or in part by knitting machines or frames, or knit by hand	40 per cent		5,780,844.81	2,312,337.91	213.46		5,947,478.04	2,378,991.23	640.82		40.00
Made on knitting machines or frames, not herein otherwise provided for	35 per cent		257,527.00	90,134.45			72,831.00	25,490.85			35.00
All other goods, not herein otherwise provided for, made on knitting machines or frames	do		629,531.00	220,335.85	24.80		546,141.57	191,149.54			35.00
Total knit goods, etc			6,814,225.69	2,675,729.20	238.26		6,865,059.61	2,702,708.87	640.82		39.37
Laces, insertings, trimmings, and lace window curtains	40 per cent		5,320,653.72	2,128,261.48	1,662.69		4,993,176.08	1,997,270.44	1,304.72		40.00
Waste or flocks	20 per cent		136.00	27.20			172.00	34.40			20.00
All other manufactures of cotton, not specially enumerated or provided for	35 per cent		2,210,024.26	773,508.47	880.15		2,333,997.37	816,899.06	2,913.23		35.00
Do	Duty remitted for use of the U. S.						597.00				
Total cotton manufactures			29,236,071.18	11,752,206.89	18,000.83		29,150,058.83	11,710,719.88	9,528.88		40.17
Earthen, stone, and china ware:											
Bricks and tiles—											
Brick, fire ... number	20 per cent	3,719,002	43,371.43	8,674.28	58.56	4,684,428	53,683.94	10,736.78	102.80	.011	20.00
Brick, other than fire brick ... M	do	2,703.961	19,461.38	3,892.28		2,732.519	30,789.97	6,157.99		11.268	20.00
Tiles, encaustic	35 per cent		7,719.00	2,701.65	5.20		11,642.00	4,074.70	30.40		35.00
Tiles, roofing and paving	20 per cent		80,419.83	16,083.96	6.60		66,094.00	13,218.80			20.00
Total bricks and tiles			150,971.64	31,352.17	70.36		162,209.91	34,188.27	133.20		21.08
Brown earthenware, common stoneware, gas retorts, and stoneware not ornamented	25 per cent		39,153.69	9,788.41			40,287.48	10,071.87	1.45		25.00

a See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Earthen, stone, and china ware—Cont'd.											
China, porcelain, parian, and bisque ware, plain white, and not ornamented or decorated in any manner	55 per cent	.....	*Dollars.* 807,645.45	*Dollars.* 444,204.93	*Dollars.* 66.24	.....	*Dollars.* 955,837.55	*Dollars.* 525,710.65	*Dollars.* 123.12	*Dolls.*	*P. ct.* 55.00
China, porcelain, parian, and bisque, earthen, stone, and crockery ware, including plaques, ornaments, charms, vases, and statuettes, painted, printed, or gilded, or otherwise decorated or ornamented in any manner	60 per cent	.....	2,967,057.81	1,780,234.70	4,403.40	.....	3,608,464.53	2,165,078.67	4,251.96	.....	60.00
Stoneware above the capacity of 10 gallons	20 per cent	.....	3,151.00	630.20	.....	.....	2,514.00	502.80	.....	.....	20.00
All other earthen, stone, and crockery ware, white, glazed, or edged, composed of earthy or mineral substances, not specially enumerated or provided for	55 per cent	.....	1,024,235.22	563,329.34	286.68	.....	938,779.93	516,328.96	120.22	.....	55.00
Total earthen, stone, and china ware, except bricks and tiles	.....	.....	4,841,243.17	2,798,187.58	4,756.32	.....	5,545,883.49	3,217,692.95	4,496.75	.....	58.02
Total earthen, stone, and china ware	.....	.....	4,992,214.81	2,829,539.75	4,826.68	.....	5,708,093.40	3,251,881.22	4,629.95	.....	**56.97**
Electric lights, and parts of	20 per cent	.....	8,454.00	1,690.80	.....	.....	4,140.00	828.00	.....	.....	20.00
Emery, manufactured:											
Grains ..... pounds	1 ct. per pound	184,366	7,751.00	1,843.66	.....	143,317	5,830.00	1,433.17	.....	.040	24.58
Ground, pulverized, or refined ..do	....do	335,161	14,877.06	3,351.61	.....	530,957	24,003.00	5,309.57	.....	.045	22.12
Wheels and files	20 per cent	.....	212.00	42.40	.....	.....	1,191.00	238.20	.....	.....	20.00

Fancy articles:											
Alabaster and spar statuary and ornaments	10 per cent		20,231.30	2,023.13			24,861.00	2,486.10			10.00
Amber, manufactures of	20 per cent		2,447.00	489.40			2,169.00	433.80			20.00
Agates, manufactures of	do		1,247.65	249.52			257.63	51.52			20.00
Beads and bead ornaments of all kinds, except amber beads	50 per cent		1,161,039.60	580,519.80	282.60		1,849,764.36	924,882.18	147.50		50.00
Bone, horn, ivory, or vegetable ivory, manufactures of, not specially enumerated or provided for	30 per cent		71,442.69	21,432.82	.18		103,605.90	31,081.78	.87		30.00
Canes and sticks for walking—											
Finished	35 per cent		5,600.61	1,960.21	2.90		5,210.00	1,823.50			35.00
Unfinished	20 per cent		3,478.00	695.60			2,891.00	578.20			20.00
Card-cases, pocket-books, shell and other fancy boxes (except of paper), and all similar articles of whatever material composed and by whatever name known, not specially enumerated or provided for	35 per cent		176,962.92	61,936.99	106.63		228,909.79	80,118.41	20.54		35.00
Celluloid, manufactures of	20 per cent		3.00	.60			144.00	28.80			20.00
Combs of all kinds	30 per cent		51,556.18	15,466.86			87,017.23	26,105.18			30.00
Dice, draughts, chess-men, chess-balls, and billiard and bagatelle balls, of ivory or bone	50 per cent		7,160.30	3,580.15			9,513.00	4,756.50			50.00
Dolls and toys	35 per cent		1,401,718.63	490,601.49	155.66		1,646,597.17	576,308.97	37.84		35.00
Enamel	20 per cent		189.00	37.80			478.00	95.60			20.00
Fans of all kinds, except common palm-leaf fans, of whatever material composed	35 per cent		436,357.62	152,725.17	40.50		499,790.78	174,926.77	196.40		35.00
Feathers, not artificial, not elsewhere specified—											
Crude or not dressed, colored or manufactured—											
Ostrich	25 per cent		757,067.00	189,266.75			1,030,540.00	257,635.00			25.00
All other	do		194,365.60	48,591.40	1,015.40		216,018.46	54,004.65	1,731.60		25.00
Dressed, colored, or manufactured, including dressed and finished birds for millinery ornaments—											
Ostrich	50 per cent		17,828.00	8,914.00			30,609.00	15,304.50			50.00
All other	do		518,143.58	259,071.79	28.00		374,888.00	187,444.00			50.00
Feathers and flowers, artificial and ornamental, or parts thereof, of whatever material composed, for millinery use, not specially enumerated or provided for	do		491,535.32	245,767.66	176.20		444,490.00	222,245.00	278.40		50.00
Flowers, natural, not otherwise provided for	10 per cent		20,376.00	2,037.60			23,913.50	2,391.35			10.00
Flowers and grass, natural, dried and prepared in wreaths and other forms	20 per cent		1,084.38	216.87			2,370.00	474.00			20.00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Fancy articles—Continued.											
Meerschaum, manufactures of, not elsewhere specified	20 per cent		*Dollars.* 66.00	*Dollars.* 13.20	*Dollars.*	*Dollars.*	669.00	*Dollars.* 133.80	*Dollars.*	*Dolls.*	*P. ct.* 20.00
Perfumery, cosmetics, and toilet preparations—											
Alcoholic perfumery, including cologne water ... gallons.	$2 per gallon and 50 per cent.	13,864.31	208,737.00	132,097.11	14.60	15,670.94	236,487.60	149,585.68	4.45	15.091	63.25
Bay rum or bay water, whether distilled or compounded ... proof gallons.	$1 per proof gallon.	47,902.19	30,618.75	47,902.19	358.44	53,693.32	34,332.46	53,693.32	81.50	.639	156.39
Do. *a*	Duty remitted under sec. 3433 R. S.	2,933	1,732.00								
Sachet powders	20 per cent		475.00	95.00			2,265.00	453.00			20.00
All toilet preparations whatever, not elsewhere specified	50 per cent		127,065.08	63,532.54	359.80		117,344.79	58,672.43	103.50		50.00
Pipes and smokers' articles—											
Common pipes of clay	35 per cent		59,230.10	20,730.53	143.80		47,986.08	16,795.12			35.00
Pipes, pipe bowls, and all smokers' articles whatsoever, not specially enumerated or provided for	70 per cent		143,971.31	100,779.91	89.88		146,959.85	102,871.90	18.67		70.00
Shells, whole or parts of, manufactured, of every description, not specially enumerated or provided for	25 per cent		22,649.99	5,662.50			15,916.35	3,979.08			25.00
Total fancy articles			5,904,379.61	2,456,398.59	2,774.59		7,185,998.95	2,949,360.14	2,621.27		641.04
Feather beds	20 per cent		339.00	67.80			1,932.00	386.40			20.00
Felt for roofing	do.		1,893.00	378.60							

Fish, not elsewhere specified:											
Anchovies and sardines, packed in oil or otherwise—											
In tin boxes—											
Whole boxes, measuring not more than 5 by 4 by 3½ inches ..... boxes.	10 cts. per box	5,279	2,248.00	527.90	.....	3,010	1,117.00	301.00	.....	.371	26.95
Half boxes, measuring not more than 5 by 4 by 1⅝ inches ..... boxes.	5 cts. per box	241,356	55,250.00	12,067.80	.....	209,765	48,203.00	10,488.25	6.50	.230	21.76
Quarter boxes, measuring not more than 4¾ by 3½ by 1¼ inches ..... boxes.	2½ cts. per box	7,418,010	677,918.75	185,450.27	65.60	8,617,967	739,255.72	215,449.21	67.00	.086	29.14
In any other form	40 per cent.....	.....	27,462.00	10,984.80	.....	.....	29,099.25	11,639.70	.....	.....	40.00
Cod, haddock, hake, and pollock—											
Dried or smoked ..... pounds	½ ct. per pound....	10,998,072	286,505.00	54,990.36	.....	8,997,750	264,259.70	44,988.77	.....	.029	17.02
Pickled ..... barrels.	$2 per barrel.....	192.37	839.00	384.75	.....	13.50	152.00	27.00	.....	11.259	17.76
Fish, except anchovies and sardines, preserved in oil	30 per cent.....	.....	19,982.11	5,994.66	.....	.....	17,528.37	5,258.50	2.50	.....	30.00
Herring—											
Dried or smoked ..... pounds	½ ct. per pound....	4,246,970	64,456.50	21,234.85	.....	5,533,802	86,389.50	27,669.05	.....	.016	32.03
Pickled or salted..... barrels.	$1 per barrel.....	92,659.58	617,035.00	92,659.58	.....	107,189.05	748,321.00	107,189.05	.....	6.981	14.32
Mackerel ..... do..	$2 per barrel.....	31,847.56	222,716.00	63,695.13	.....	64,924.715	563,855.00	129,849.43	3.25	8.685	23.03
Salmon—											
Pickled..... barrels.	$2 per barrel.....	4,397.55	46,073.00	8,795.10	.....	4,587.80	67,092.00	9,175.60	.....	14.623	13.68
Prepared or preserved otherwise than in oil..... pounds.	25 per cent.....	30,915	3,503.40	875.86	.....	6,339	719.00	179.75	.....	.113	25.00
Other fish—											
Dried or smoked ..... pounds.	½ ct. per pound....	1,847,174	56,462.90	9,235.92	.....	3,310,371	92,272.81	16,551.87	.....	.028	17.94
Pickled or salted, in barrels, ... barrels.	$2 per barrel.....	2,737.41	20,170.00	5,474.81	.....	2,827.13	18,803.75	5,654.26	.....	6.651	30.07
Pickled or salted, not in barrels or half barrels..... pounds.	½ ct. per pound....	3,555,166	117,122.81	17,775.86	.....	1,942,465	69,068.13	9,712.38	.....	.036	14.06
Prepared or preserved otherwise than in oil.....	25 per cent.....	.....	48,559.62	12,139.89	62.44	.....	71,215.50	17,803.87	.....	.....	25.00
Total fish	.....	.....	2,266,304.09	502,287.54	128.04	.....	2,817,351.73	611,937.69	79.25	.....	21.72
Flax, hemp, jute, and other textile grasses and vegetable substances, and manufactures of:											
Unmanufactured—											
Flax—											
Hackled, known as "dressed line"..... tons.	$40 per ton.....	1,120.858	641,776.00	44,834.33	.....	1,236.6771	649,737.00	49,467.09	.....	525.388	7.06
Not hackled or dressed..do..	$20 per ton.....	2,566.851	583,592.00	51,337.02	.....	4,645.8235	1,026,207.00	92,916.45	.....	220.888	9.05
Straw ..... do..	$5 per ton	.20	8.00	1.00	.....	.236	11.00	1.18	.....	46.610	10.73
Tow of..... do..	$10 per ton.....	1,696.653	323,424.00	16,966.53	.....	1,212.3905	232,890.00	12,123.91	.....	192.091	5.21
Hemp ..... do..	$25 per ton.....	7,765.431	1,187,724.20	194,135.83	.....	5,623.3864	847,449.00	140,584.70	.....	150.701	16.59
Hemp, tow of ..... do..	$10 per ton.....	1,171.615	140,029.00	11,716.15	.....	759.403	119,152.00	7,594.03	.....	156.902	6.37

a For transfer to manufacturing warehouses.

b See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Flax, hemp, jute, and other textile grasses, etc.—Continued.											
Unmanufactured—Continued.											
Manila and other like substitutes for hemp, not specially enumerated or provided for, ... tons.	$25 per ton.....	19,683.833	*Dollars.* 2,580,673.00	*Dollars.* 492,095.84	*Dollars.*	23,359.1000	*Dollars.* 2,773,150.00	*Dollars.* 583,977.53	*Dollars.*	*Dolls.* 118.718	*P. ct.* 21.06
Sunn.....do..	$15 per ton.....	295.031	24,266.00	4,425.48	.....	277.7145	26,962.00	4,165.72	.....	97.085	15.45
Jute .....do..	20 per cent.....	16,077.200	673,994.00	134,798.80	.....	21,477.436	862,926.00	172,585.20	220.20	40.178	20.00
Jute butts .....do..	$5 per ton	78,757.587	1,907,925.00	393,787.94	409.70	68,965.361	1,802,162.00	344,826.84	136.89	26.131	19.13
Sisal grass .....do..	$15 per ton.....	32,916.768	2,148,698.46	493,751.55	1.20	33,287.3551	3,372,619.00	499,310.34	.70	101.318	14.80
Other vegetable substances, not specially enumerated or provided for.....tons.	$15 per ton.....	258.384	30,008.00	3,875.77	.....	1,519.1321	166,856.00	22,787.03	.....	109.837	13.66
Total unmanufactured.....	.....	.....	10,242,117.66	1,841,726.24	410.90	.....	11,880,121.00	1,930,340.02	357.79	.....	16.25
Manufactures—											
Thread, twine, and pack thread, flax or linen.....	40 per cent.....	.....	757,674.71	303,069.88	.....	.....	638,551.65	255,420.66	329.18	.....	40.00
Yarns—											
Flax .....pounds.	35 per cent.....	1,413,711	189,124.00	66,193.40	.....	1,527,292	195,589.50	68,456.33	.....	.128	35.00
Grass (china grass).....	20 per cent.....	.....	.....	.....	.....	.....	162.00	32.40	.....	.....	20.00
Hemp.....pounds.	35 per cent.....	432,240	52,246.00	18,286.10	.....	500,085	62,316.00	21,810.60	.....	.125	35.00
Jute.....do..	....do	18,853,042	584,732.00	204,656.20	.....	12,614,917	531,108.00	185,887.80	.....	.042	35.00
Bagging for cotton, or other manufactures not specially enumerated or provided for, suitable to the uses for which cotton bagging is applied, composed in whole or in part of hemp, jute, jute butts, flax, gunny bags, gunny cloth, or other materials—											

Valued at 7 cents or less per square yard.....pounds.	1½ cts. per pound..	767,687	21,301.00	11,515.32	.....	964,452	26,727.00	14,466.78	9.92	.028	54.13
Bags and bagging and like manufactures, not specially enumerated or provided for (except bagging for cotton), composed wholly or in part of flax, hemp, jute, gunny cloth, gunny bags, or other material..	40 per cent.....	.....	1,176,823.22	470,729.30	406.60	.....	936,040.99	374,416.39	166.66	.....	40.00
Brown and bleached linens, ducks, canvas, paddings, cotbottoms, diapers, crash, huckabacks, handkerchiefs, and lawns, of flax, jute or hemp, or of which, flax, jute, or hemp shall be the component material of chief value.....	35 per cent.....	.....	13,206,052.45	4,622,118.31	829.22	.....	13,589,418.55	4,756,296.50	1,294.46	.....	35.00
Do.....	Duty remitted under sec. 3433 R. S.	.....	.....	.....	.....	.....	27.00	.....	.....	.....	.....
Burlaps of flax, jute, or hemp, or of which flax, jute, or hemp, or either of them, shall be the component material of chief value (except such as may be suitable for bagging for cotton)—											
Not exceeding 60 inches in width	30 per cent.....	.....	2,678,983.10	803,694.93	1,837.75	.....	3,260,117.40	978,035.22	218.15	.....	30.00
Exceeding 60 inches in width.	40 per cent.....	.....	487,958.00	195,183.20	.....	.....	496,678.00	198,671.20	.....	.....	40.00
Carpeting, hemp or jute..sq. yds.	6 cts. per sq. yard .	284,735.50	89,222.00	17,084.13	.....	282,724.92	68,502.00	16,963.50	.....	.242	24.76
Grass-cloth and other manufactures of jute, ramie, China, and sisal grass, not specially enumerated or provided for	35 per cent.....	.....	59,967.00	20,988.45	466.20	.....	75,310.00	26,358.50	79.70	.....	35.00
Oil-cloth foundations or floor-cloth canvas made of flax, jute, or hemp, or of which flax, jute, or hemp, or either of them, shall be the component material of chief value.....yards.	40 per cent.....	14,170	890.00	356.00	.....	1,370	1,019.00	407.60	.....	.744	40.00
Oil-cloths for floors, stamped, painted, or printed, and all other oil-cloth (except silk oil-cloth), and water-proof cloth, not otherwise provided for, ... yards.	....do	654,050	275,869.00	110,347.60	400.60	782,843	308,336.95	123,334.78	.....	.394	40.00
Sail duck, or canvas for sails.do..	30 per cent.....	80,625	15,036.25	4,510.87	.....	94,404	14,904.00	4,471.20	.....	.158	30.00
Sheetings, Russia and other, of flax or hemp, brown or white, ... yards.	35 per cent.....	31,237	2,871.00	1,004.85	.....	39,804	4,423.00	1,548.05	.....	.111	35.00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Flax, hemp, jute, and other textile grasses, etc.—Continued.											
Manufactures—Continued.											
Cables and cordage—											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Cables and cordage, tarred, ... pounds.	3 cts. per pound...	449,472	50,183.71	13,484.16	.....	566,831	56,444.50	17,004.93	.....	.100	30.13
Cordage, manila, untarred, ... pounds.	2½ cts. per pound..	532,143	49,319.90	13,303.62	.....	355,890	27,052.00	8,897.24	.....	.077	32.89
Cordage, all other, untarred, ... pounds.	3½ cts. per pound..	18,963	2,713.11	663.72	.....	23,826	2,772.00	833.94	.....	.116	30.08
Embroideries (flax or linen), or manufactures of linen, if embroidered or tamboured in the loom or otherwise, by machinery or with the needle or other process, not specially enumerated or provided for....	30 per cent.....	.....	41,085.90	12,325.77	.....	.....	72,041.35	21,612.40	.....	.....	30.00
Laces and insertings, flax or linen.	....do	.....	1,118,238.00	335,471.40	336.60	.....	1,070,432.00	321,129.60	235.70	.....	30.00
Seines and seine and gilling twine	25 per cent.....	.....	6,173.26	1,543.32	.....	.....	6,232.75	1,558.19	.....	.....	25.00
All other manufactures not specially enumerated and provided for—											
Of flax, or of which flax shall be the component material of chief value.....	40 per cent.....	.....	65,088.89	26,035.55	33.20	.....	61,343.14	24,537.25	6.00	.....	40.00
Do	Duty remitted; for use of the United States.	.....	.....	.....	.....	.....	5,120.00	.....	.....	.....	.....
Of flax, jute, hemp, or manila, or of which flax, jute, hemp, or manila shall be the component material of chief value.....	35 per cent.....	.....	436,652.79	152,828.46	208.29	.....	410,856.44	143,799.76	42.82	.....	35.00

Of grass	30 per cent		2,317.73	695.32			5,636.33	1,690.90			30.00
Total manufactures *a*			21,370,523.02	7,406,089.86	4,518.46		21,927,161.55	7,567,641.72	2,382.59		34.52
Total flax, hemp, jute, etc *a*			31,612,640.68	9,247,816.10	4,929.36		33,807,282.55	9,497,981.74	2,740.38		28.10
Fruits, including nuts, not elsewhere specified:											
Currants, Zante or other ....pounds.	1 ct. per pound	22,623,171	744,784.00	226,231.71	117.80	29,196,393	1,062,326.00	291,963.93		.036	27.48
Dates ....do..	....do	6,349,685	205,122.36	63,496.85	78.20	9,778,466	364,334.11	97,784.66	376.80	.037	26.84
Figs ....do..	2 cts. per pound	6,988,642	499,985.80	139,772.84		8,752,898	488,632.00	175,057.96	137.00	.056	35.83
Grapes	20 per cent		360,856.18	72,171.23	44.60		371,662.00	74,332.40			20.00
Lemons—											
Whole boxes, of capacity not exceeding 2½ cubic feet....boxes.	30 cts. per box	1,418,373	2,552,338.83	425,511.90		2,043,875.83	3,797,735.50	613,162.75	34.40	1.858	16.15
Half boxes, of capacity not exceeding 1¼ cubic feet....boxes.	16 cts. per box	6,066	8,198.85	970.56		2,246	2,139.00	359.36		.952	16.80
Packages, not specially enumerated or provided for....M.	20 per cent	10,320.30	50,514.22	10,102.85	31.20	6,418.30	34,970.60	6,994.12	66.40	5.449	20.00
In bulk ....do..	$2 per M	3.10	11.87	6.20		.760	4.00	1.52		5.263	38.00
Limes	20 per cent		38,915.65	7,783.13			40,128.73	8,025.75	10.80		20.00
Oranges—											
Whole boxes, of capacity not exceeding 2½ cubic feet....boxes.	25 cts. per box	722,314	1,018,922.00	180,578.50		1,561,374	1,717,887.75	390,343.50		1.100	22.72
Half boxes, of capacity not exceeding 1¼ cubic feet....boxes.	13 cts. per box	97,376	78,458.50	12,658.88		117,565	74,821.00	15,283.45		.636	20.43
Barrels, of capacity not exceeding that of the 196 pounds flour barrel....barrels.	55 cts. per barrel	126,912	292,668.61	69,801.62		156,230.55	353,898.85	85,926.80		2.265	24.28
Packages, not specially enumerated or provided for....M.	20 per cent	93,300.53	452,758.78	90,551.76	40.40	47,446.35	225,151.98	45,030.40	15.80	4.745	20.00
In bulk ....do..	$1.60 per M	6,246.02	25,165.63	9,993.65		8,311.733	36,504.25	13,298.78		4.392	36.43
Plums and prunes....pounds.	1 ct. per pound	64,227,205	2,018,015.92	642,272.05		70,808,853	2,298,227.61	708,088.53	43.40	.032	30.81
Preserved—											
Comfits, sweetmeats, or fruits, preserved in sugar, spirits, sirup, or molasses, not otherwise specified or provided for, and jellies of all kinds	35 per cent		600,840.37	210,294.10	650.00		541,575.88	189,551.56	34.80		35.00
In their own juices, and fruit juice	20 per cent		215,828.60	43,165.71	251.30		173,627.40	34,725.49	71.82		20.00
Raisins....pounds.	2 cts. per pound	37,999,306	2,782,599.76	759,986.12	50.00	40,660,603	2,297,469.30	813,212.06	34.00	.057	35.40
Nuts—											
Almonds, not shelled....pounds.	5 cts. per pound	2,730,348	274,565.00	136,517.40		3,154,011	286,501.00	157,700.55	53.40	.091	55.04
Almonds, shelled....do..	7½ cts. per pound	1,462,538.50	207,558.90	109,690.38	74.20	1,797,929.30	266,612.40	134,844.75		.148	50.58
Filberts and walnuts of all kinds ....pounds.	3 cts. per pound	8,976,557.66	509,988.32	269,296.73	25.08	11,207,548	613,711.55	336,226.44	95.40	.055	54.79
Peanuts or ground beans—											
Not shelled....do..	1 ct. per pound	117,300	1,836.06	1,173.30		78,359	1,004.00	783.59		.013	78.05
Shelled ....do..	1½ cts. per pound	100	3.00	1.50		2,767	39.00	41.51		.014	106.44

a See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Va ues.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Fruits, including nuts, etc.—Continued.											
Nuts—Continued.											
All other, shelled or unshelled, not specially enumerated or provided for.....pounds..	2 cts. per pound..	827,021	*Dollars.* 33,370.77	*Dollars.* 16,540.42	*Dollars.*	867,939	*Dollars.* 39,109.91	*Dollars.* 17,358.78	*Dollars.*	*Dolls.* .045	*P. ct.* 44.38
Total fruits and nuts.....	.....	.....	12,973,307.98	3,498,569.39	1,362.78	.....	15,088,073.82	4,210,098.64	974.02	.....	27.90
Furs, and manufactures of:											
Furs, dressed on the skin.....	20 per cent.....	.....	2,753,518.21	550,703.63	59.20	.....	3,000,604.77	600,120.96	1,203.30	.....	20.00
Hatters' furs, not on the skin.....	....do.....	.....	1,269,909.87	253,981.97	61.40	.....	1,373,013.73	274,602.75	313.30	.....	20.00
Articles made of fur, not specially enumerated or provided for.....	30 per cent.....	.....	170,147.96	51,044.39	15.80	.....	171,646.74	51,494.02	318.50	.....	30.00
Total furs, and manufactures of...	.....	.....	4,193,576.04	855,729.99	436.40	.....	4,545,265.24	926,217.73	1,835.10	.....	20.38
Ginger ale, or ginger beer..dozen bottles.	20 per cent.....	221,000	147,693.28	29,538.66	16.00	230,445	153,376.54	30,675.30	2.66	.666	20.00
Ginger, preserved or pickled.....	35 per cent.....	.....	16,864.00	5,902.40	.....	.....	13,373.00	4,680.55	.....	.....	35.00
Glass and glassware:											
Bottles, vials, demijohns, carboys, and jars—											
Bottles containing sparkling wines, brandy, or other spirituous liquors, not specially enumerated or provided for, ...number.	3 cents each	6,076,853	.....	182,305.59	127.28	6,407,648.33	.....	192,229.45	156.28	.....	.....
Do *a* .....do..	Duty remitted under section 16, act of June 26, 1884.	.....	.....	.....	.....	3,203	.....	.....	.....	.....	.....
Flint and lime glass bottles or vials—											
Empty	40 per cent.....	.....	8,680.00	3,472.00	13.00	.....	17,779.00	7,111.60	170.60	.....	40.00
Filled (exclusive of contents)	....do	.....	37,615.70	15,046.28	.....	.....	36,652.50	14,661.00	.....	.....	40.00

Do *a*	Duty remitted under sec. 16, act of June 26, 1884.	.....	107.00	.....	.....	.....	74.00	.....	.....	.....	.....
Green and colored glass bottles, vials, demijohns, and carboys (covered or uncovered), pickle or preserve jars—											
Empty.....pounds.	1 ct. per pound....	8,425,195	177,420.72	84,251.95	81.31	14,305,372	253,025.00	143,053.72	150.14	.018	56.54
Do.....do..	Duty remitted under sec. 3433 R. S.	.....	.....	.....	.....	14,910	208.00	.....	.....	.014	.....
Filled (exclusive of contents)	30 per cent.....	.....	381,762.43	114,528.82	98.65	.....	421,753.98	126,526.16	148.34	.....	30.00
Glassware—											
Articles of glass, cut, engraved, painted, colored, printed, stained, silvered, or gilded (not including plate-glass, silvered or looking-glass plates), porcelain and Bohemian glass, chemical glassware, painted glassware, and stained glass...	45 per cent.....	.....	1,093,582.67	492,112.18	1,565.43	.....	1,172,746.67	527,736.02	1,044.64	.....	45.00
Plain, molded, or pressed flint or lime glassware, not specially enumerated or provided for...	40 per cent.....	.....	41,351.50	16,540.60	1,007.80	.....	35,894.40	14,357.76	.....	.....	40.00
Plain, molded, or pressed green and colored bottle glass, not cut, engraved, or painted, not specially enumerated or provided for.....pounds.	1 ct. per pound....	9,280	478.00	92.80	.....	2,748	97.00	27.48	.....	.035	28.33
Cylinder, crown, and common window glass, unpolished—											
Not exceeding 10 by 15 inches square.....pounds.	1⅜ cts. per pound..	12,646,385	280,796.00	173,887.82	6.87	14,117,875	319,728.94	194,120.85	72.51	.023	60.71
Above 10 by 15 inches, and not exceeding 16 by 24 inches .....pounds.	1⅞ cts. per pound..	12,879,413	299,251.00	241,488.96	6.87	13,481,668	271,484.99	252,781.33	170.93	.020	93.11
Above 16 by 24 inches, and not exceeding 24 by 30 inches .....pounds.	2⅜ cts. per pound..	15,212,878	388,977.90	361,305.90	80.55	16,419,970	367,146.36	389,974.31	271.79	.022	106.21
All above 24 by 30 inches....do..	2⅞ cts. per pound..	13,831,579	394,397.60	397,657.94	45.68	17,608,435	466,603.55	506,242.59	570.87	.026	108.50
Total cylinder, crown, etc., unpolished.....pounds..	.....	54,570,255	1,363,422.50	1,174,340.62	139.97	61,627,948	1,424,963.84	1,343,119.08	1,086.10	.023	94.26
Cylinder and crown glass, polished, unsilvered—											
Not exceeding 10 by 15 inches square.....sq. feet.	2½ cts. per sq. foot.	7,075	1,536.00	176.88	.....	7,714	2,648.00	192.87	.....	.343	7.28

a Withdrawn from warehouse as supplies for vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Glass and glassware—Continued.											
Cylinder and crown glass, polished, unsilvered—Continued.											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Above 10 by 15 inches and not exceeding 16 by 24 inches. sq. feet.	4 cts. per sq. foot..	7,778	2,194.00	311.12	.....	9,993	2,380.00	399.72	.....	.238	16.79
Above 16 by 24 inches and not exceeding 24 by 30 inches. sq. feet.	6 cts. per sq. foot..	17,000	5,311.00	1,020.00	.....	31,404.50	9,963.00	1,884.27	.....	.317	18.91
Above 24 by 30 inches and not exceeding 24 by 60 inches. sq. feet.	20 cts. per sq. foot.	51,743.45	17,219.00	10,348.69	.....	153,184	49,747.00	30,636.80	.....	.325	61.59
Total cylinder and crown, polished, unsilvered....sq. feet.	.....	83,596.45	26,260.00	11,856.69	.....	202,295.50	64,738.00	33,113.66	.....	.320	51.15
Plate glass, fluted, rolled, or rough (excess of one pound per square foot dutiable at same rate)—											
Not exceeding 10 by 15 inches square .....sq. feet.	¾ ct. per sq. foot...	15,103.00	478.00	113.28	.....	8,706	461.00	65.30	.....	.053	14.16
Above 10 by 15 inches and not exceeding 16 by 24 inches. sq. feet.	1 ct. per sq. foot...	18,124.00	980.00	181.24	.....	23,377	979.00	233.77	.....	.042	23.88
Above 16 by 24 inches and not exceeding 24 by 30 inches. sq. feet.	1½ cts. per sq. foot.	31,341	2,653.00	470.12	.....	24,997.50	1,357.00	374.98	.....	.054	27.63
All above 24 by 30 inches ...do..	2 cts. per sq. foot..	2,135,125.50	101,139.00	42,702.51	.....	2,183,832	88,331.00	43,676.64	.....	.040	49.45
Total plate glass, fluted, rolled, etc.....sq. feet.	.....	2,199,693.50	105,259.00	43,467.15	.....	2,240,912.50	91,128.00	44,350.69	.....	.041	48.67
Plate glass, cast, polished, unsilvered—											
Not exceeding 10 by 15 inches square .....sq. feet.	3 cts. per sq. foot..	137,317	30,462.00	4,119.51	.....	219,168	37,802.00	6,575.04	.....	.172	17.39

Above 10 by 15 inches and not exceeding 16 by 24 inches..sq. ft.	5 cts. per sq. foot..	164, 012. 40	43, 877. 00	8, 200. 62	.....	229, 025	56, 818. 00	11, 451. 25	1. 50	. 248	20. 15
Above 16 by 24 inches and not exceeding 24 by 30 inches..sq. ft.	8 cts. per sq. foot..	468, 901	135, 745. 00	37, 512. 08	2. 00	622, 950. 63	163, 093. 00	49, 836. 05	1. 70	. 262	30. 56
Above 24 by 30 inches and not exceeding 24 by 60 inches..sq. ft.	25 cts. per sq. foot.	990, 252	331, 977. 00	247, 563. 00	171. 98	1, 296, 298. 58	413, 363. 00	324, 074. 65	172. 40	. 319	78. 40
All above 24 by 60 inches ...do..	50 cts. per sq. foot.	1, 126, 673. 60	382, 117. 00	563, 336. 81	743. 25	1, 706, 735. 91	557, 968. 00	853, 367. 96	950. 40	. 327	152. 94
Total plate glass, polished, unsilvered .....sq. ft.	.....	2, 887, 156	924, 178. 00	860, 732. 02	917. 23	4, 074, 178. 12	1, 229, 044. 00	1, 245, 304. 95	1, 126. 00	. 302	101. 32
Plate glass, cast, polished, silvered, or looking-glass plates—											
Not exceeding 10 by 15 inches square .....sq. feet.	4 cts. per sq. foot..	315, 831. 77	117, 818. 00	12, 633. 27	. 20	405, 237. 65	149, 346. 08	16, 209. 50	.....	. 369	10. 85
Above 10 by 15 inches and not exceeding 16 by 24 inches..sq. ft.	6 cts. per sq. foot..	985, 523. 58	330, 958. 00	59, 131. 43	.....	1, 059, 031. 16	344, 534. 78	63, 541. 87	.....	. 325	18. 44
Above 16 by 24 inches and not exceeding 24 by 30 inches..sq. ft.	10 cts. per sq. foot.	2, 719, 524. 56	989, 005. 00	271, 952. 46	.....	3, 067, 427. 65	1, 112, 665. 00	306, 742. 77	.....	. 363	27. 57
Above 24 by 30 inches and not exceeding 24 by 60 inches..sq. ft.	35 cts. per sq. foot.	142, 530. 05	66, 878. 00	49, 885. 52	.....	59, 647. 41	26, 599. 00	20, 876. 60	.....	. 446	78. 49
All above 24 by 60 inches ...do..	60 cts. per sq. foot.	853	1, 144. 00	511. 80	.....	466. 76	512. 00	280. 06	.....	1. 097	54. 70
Total plate glass, cast, polished, silvered .....sq. ft.	.....	4, 164, 262. 96	1, 505, 803. 00	394, 114. 48	. 20	4, 591, 810. 63	1, 633, 656. 86	407, 650. 80	.....	. 356	24. 95
Duty in addition upon frames on silvered glass.....	30 per cent.....	.....	11, 661. 00	3, 498. 30	4. 40	.....	17, 953. 11	5, 385. 93	.....	.....	30. 00
All other manufactures of glass, or of which glass shall be the component material of chief value, not specially enumerated or provided for	45 per cent.....	.....	663, 476. 10	298, 564. 21	257. 86	.....	901, 520. 42	405, 684. 18	197. 79	.....	45. 00
Do	Duty remitted; for use of the U. S.	.....	.....	.....	.....	.....	105. 00	.....	.....	.....	.....
Total glass and glassware *a*.....	.....	.....	6, 341, 057. 62	3, 694, 923. 69	4, 213. 13	.....	7, 301, 339. 78	4, 510, 312. 48	4, 079. 89	.....	*b*59. 14
Glucose, or grape sugar .....pounds.	20 per cent.....	2, 004, 702	45, 227. 00	9, 045. 40	.....	1, 754, 642	35, 644. 00	7, 128. 80	.....	. 025	20. 00
Glue .....do....	....do	4, 195, 609	433, 718. 71	86, 743. 75	56. 40	5, 038, 609	479, 756. 00	95, 951. 20	172. 90	. 095	20. 00
Gold and silver, manufactures of:											
Bouillons, or cannetille, metal thread, filé, or gespinst	25 per cent.....	.....	293, 411. 00	73, 352. 75	11. 43	.....	129, 821. 00	32, 455. 25	85. 60	.....	25. 00
Epaulettes, galloons, laces, knots, stars, tassels, and wings of gold, silver, or other metal.....	....do	.....	235, 605. 00	58, 901. 25	.....	.....	196, 447. 36	49, 111. 84	.....	.....	25. 00
Gold-leaf, in packages of 500 leaves, ...packs.	$1.50 per pack	466	5, 724. 73	699. 00	.....	1, 099	5, 853. 00	1, 648. 50	.....	5, 326	28. 17
Silver-leaf, in packages of 500 leaves, ...packs.	75 cts. per pack...	.....	.....	.....	.....	12	46. 00	9. 00	.....	3. 833	19. 57

a See note on page 615.

b This per cent. is upon all glass except bottles containing liquors.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Gold and silver, manufactures of—Cont'd.											
Gold size, manufactured	20 per cent	.....	1,993.00	398.60	.....	.....	.....	.....	.....	.....	.....
Gold and silver, manufactures of, not specially enumerated or provided for	45 per cent	.....	76,053.89	34,224.26	.....	.....	108,540.63	48,843.28	87.80	.....	45.00
Total gold and silver, manufactures of		.....	612,787.62	167,575.86	11.43	.....	440,707.99	132,067.87	173.40	.....	29.97
Grease, not elsewhere specified:											
Enfleurage pomades	20 per cent	.....	155,056.00	31,011.20	37.40	.....	199,003.00	39,800.60	.....	.....	20.00
All other grease, not specially enumerated or provided for..pounds..	10 per cent	8,687,868	181,616.80	18,161.68	17.70	8,881,134	125,483.66	12,548.37	.....	.014	10.00
Gunpowder and all explosive substances:											
Fire-crackers of all kinds	100 per cent	.....	249,547.36	249,547.36	104.70	.....	332,941.00	332,941.00	240.40	.....	100.00
Fulminates, fulminating powders, and all like articles not specially enumerated or provided for	30 per cent	.....	10,647.73	3,194.32	.....	.....	10,699.00	3,029.70	.....	.....	30.00
Gunpowder, and all explosive substances used for mining, blasting, artillery, or sporting purposes—											
Valued at 20 cents or less per pound.....pounds..	6 cts. per pound	.....	.....	.....	.....	1,280	225.00	76.80	.....	.176	34.13
Valued at above 20 cents per pound.....pounds..	10 cts. per pound	3,333	1,858.50	333.30	.....	500	591.00	50.00	.....	1.182	8.46
Percussion caps	40 per cent	.....	94,248.20	37,699.28	38.00	.....	80,099.00	32,039.60	21.92	.....	40.00
Total gunpowder and all explosive substances		.....	356,301.79	290,774.26	142.70	.....	423,955.00	368,137.10	262.32	.....	86.83
Gun-wads of all descriptions	35 per cent	.....	28,376.59	9,931.80	.....	.....	17,112.86	5,989.50	.....	.....	35.00

Hair, not elsewhere specified, and manufactures of:											
Curled hair, except of hogs, used for beds or mattresses	25 per cent		111.75	27.94			153.00	38.25			25.00
Hair cloth, known as crinoline cloth	30 per cent		84,526.00	25,357.80			55,825.00	16,747.50			30.00
Hair cloth, known as hair-seating ... sq. yards	30 cts. per sq. yard	431	534.00	129.30		519.50	649.00	155.85		1.249	24.01
Hair pencils	30 per cent		3,799.51	1,127.87			2,622.00	786.60			30.00
Human hair—											
Raw, unclean, and not drawn	20 per cent		58,663.00	11,732.60			63,088.00	12,617.60			20.00
Clean or drawn, but not manufactured	30 per cent		52,952.00	15,885.60			40,611.28	12,183.38	4.00		30.00
Manufactured	35 per cent		33,324.00	11,663.40	33.00		25,333.00	8,866.55	151.20		35.00
Bracelets, braids, chains, rings, curls, ringlets, composed of hair, or of which hair is the component material of chief value	35 per cent		2,998.00	1,049.30			2,379.00	832.65			35.00
All other manufactures of hair, not specially enumerated or provided for	30 per cent		3,734.00	1,120.20			10,098.09	3,029.43			30.00
Total hair and manufactures of			240,602.26	68,094.01	33.00		200,758.37	55,257.81	155.20		27.52
Hats, not elsewhere specified, bonnets, and hoods, and materials for:											
Hats, bonnets, and hoods, for men, women, and children, composed of chip, grass, palm-leaf, willow, straw, or any other vegetable substance, hair, whalebone, or other material, not specially enumerated or provided for	30 per cent		482,640.07	144,792.01	1,107.53		631,146.40	189,343.92	701.00		30.00
Braids, plaits, flats, laces, trimmings, tissues, willow sheets and squares, used for making or ornamenting hats, bonnets, and hoods, composed of straw, chip, grass, palm-leaf, willow, hair, whalebone, or any other substance or material not specially enumerated or provided for	20 per cent		4,252,529.25	850,505.85	4,656.56		4,113,521.67	822,704.33	5,823.50		20.00
Hatters' plush, composed of silk, or of silk and cotton	25 per cent		131,176.00	32,794.00	192.00		158,243.00	39,560.75			25.00
Total hats, bonnets, and hoods, and materials for			4,866,345.32	1,028,091.86	5,956.09		4,902,911.07	1,051,609.00	6,524.50		21.45
Hay ... tons	$2 per ton	92,175.36	1,035,408.75	184,350.72		78,722.26	791,686.75	157,444.53		10.057	19.89
Honey ... gallons	20 cts. per gallon	45,118.25	16,244.84	9,023.65		13,466.75	5,242.40	2,693.35		.389	51.38
Hops ... pounds	8 cts. per pound	2,723,971.00	440,216.82	217,917.68		16,618,829.00	3,117,662.70	1,329,506.31	140.00	.188	42.64
Horn handles, and other manufactures of horn, not elsewhere specified	20 per cent		184.00	36.80			215.85	43.17			20.00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
India-rubber and gutta-percha, manufactures of:											
Articles composed of India-rubber, not specially enumerated or provided for	25 per cent		*Dollars.* 81,750.59	*Dollars.* 20,437.65	*Dollars.* 108.60		*Dollars.* 98,291.60	*Dollars.* 24,572.90	*Dollars.* 23.60	*Dolls.*	*P. ct.* 25.00
Boots and shoes of India-rubber	do		1,233.95	308.49			3,429.00	857.25			25.00
Fabrics composed wholly or in part of India-rubber, not specially enumerated or provided for	30 per cent		103,052.34	30,915.70			118,962.70	35,688.80			30.00
Gutta-percha, manufactured, and all articles of, not specially enumerated or provided for	35 per cent		43,513.00	15,229.55			42,112.25	14,739.29			35.00
Elasticon (partaking of the character of India-rubber)	20 per cent		2,327.00	465.40			948.00	189.60			20.00
Total india-rubber and gutta-percha, manufactures of			231,876.88	67,356.79	108.60		263,743.55	76,047.84	23.60		28.83
Inks of all kinds, and ink powders	30 per cent		123,022.25	36,906.68	25.30		103,658.81	31,097.64	12.10		30.00
Insects, etc.:											
Ants' eggs	10 per cent		421.00	42.10			457.00	45.70			10.00
Prepared or mounted (microscopic objects)	20 per cent		43.00	8.60			252.00	50.40			20.00
Insulating substances	do		188.00	37.60							
Iron and steel, and manufactures of:											
Iron ores—											
Chromate of iron, or chromic ore ... tons.	15 per cent	3,356	43,731.00	6,559.65		1,403.70	20,812.00	3,121.80		14.826	15.00
Sulphur ore, as pyrites or sulphuret of iron in its natural state, containing not more than 3½ per cent. of copper ... tons.	75 cts. per ton	1,605	9,771.00	1,203.75		16,578.25	49,661.00	12,433.70		2.996	25.04

All other ore.....do..	....do	700, 257. 126	1, 258, 820. 37	525, 192. 86	.....	1, 120, 587. 091	2, 041, 655. 00	840, 440. 33	.....	1. 822	41. 16
Total iron ores.....do..	.....	705, 218. 126	1, 312, 322. 37	532, 956. 26	.....	1, 138, 569. 041	2, 112, 128. 00	855, 995. 83	.....	1. 855	40. 53
Iron, in pigs and kentledge—											
Spiegeleisen .....tons.	$6.72 per ton.....	99, 425. 806	2, 188, 363. 00	668, 141. 52	.....	150, 205. 273	3, 327, 128. 00	1, 009, 379. 43	.....	22. 151	30. 34
All other.....do..	....do	159, 154. 273	1, 853, 003. 62	1, 069, 516. 67	5. 31	268, 102. 183	3, 182, 998. 08	1, 801, 646. 62	25. 49	11. 872	56. 60
Total pig-iron.....do..	.....	258, 580. 079	4, 041, 366. 62	1, 737, 658. 19	5. 31	418, 307. 456	6, 510, 126. 08	2, 811, 026. 05	25. 49	15. 563	43. 18
Scrap iron and steel, waste or refuse, that have been in actual use, fit only to be remanufactured—											
Iron, wrought and cast.....tons.	$6.72 per ton.....	41, 610. 579	500, 558. 92	279, 623. 09	335. 52	236, 896. 675	3, 391, 271. 00	1, 591, 945. 77	150. 60	14. 315	46. 94
Steel.....do..	....do	4, 369. 314	56, 843. 00	29, 361. 72	.....	24, 371. 58	332, 200. 00	163, 777. 26	.....	13. 630	49. 30
Total scrap iron and steel.....do..	.....	45, 979. 893	557, 401. 92	308, 984. 81	335. 52	261, 268. 255	3, 723, 471. 00	1, 755, 723. 03	150. 60	14. 252	47. 15
Bar-iron—											
Bars, blooms, billets, or sizes or shapes of any kind, in the manufacture of which charcoal is used as fuel.....tons.	$22 per ton.....	24, 693. 303	1, 101, 707. 00	543, 252. 55	.....	29, 747. 531	1, 281, 809. 50	654, 445. 71	58. 20	43. 090	51. 06
Bars or shapes of rolled iron, not specially enumerated or provided for, and round iron in coils or rods, less than $\frac{7}{16}$ of 1 inch in diameter .....pounds..	$1\frac{2}{10}$ cts. per pound.	1, 298, 759	30, 175. 00	15, 585. 10	.....	506, 165	10, 972. 13	6, 073. 97	.....	. 022	55. 36
Do. *a*.....do..	Duty remitted under secs. 2513 and 2514, R. S.	300	6. 00	.....	.....	.....	.....	.....	.....	.....	.....
Rolled or hammered, comprising—											
Flats not less than 1 inch wide nor less than $\frac{3}{8}$ of 1 inch thick .....pounds.	$\frac{8}{10}$ ct. per pound...	6, 539	83. 00	52. 32	.....	715, 472	9, 811, 38	5, 723. 77	.....	. 014	58. 34
Do. *a*.....do..	Duty remitted under secs. 2513 and 2514, R. S.	302, 589	3, 701. 00	.....	.....	.....	.....	.....	.....	.....	.....
Round iron not less than $\frac{3}{4}$ of 1 inch in diameter, and square iron not less than $\frac{3}{4}$ of 1 inch square..pounds.	1 ct. per pound....	3, 901	116. 64	39. 01	.....	21, 839	453. 49	218. 39	.....	. 021	48. 16
Do. *a*.....do..	Duty remitted under secs. 2513 and 2514, R. S.	488, 231	5, 687. 00	.....	.....	.....	.....	.....	.....	.....	.....

a Withdrawn from warehouse for construction, etc., of vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Iron and steel, etc.—Continued.											
Bar-iron—Continued.											
Rolled or hammered, comprising, etc.—Continued.											
Flats less than 1 inch wide or less than $\frac{3}{8}$ of 1 inch thick; round iron less than $\frac{3}{4}$ of 1 inch and not less than $\frac{7}{16}$ of 1 inch in diameter; and square iron less than $\frac{3}{4}$ of 1 inch square,			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
.....pounds.	$1\frac{1}{10}$ cts. per pound.	181,150	2,834.65	1,992.66	.....	64,996	1,023.49	714.96	.....	.016	69.86
Do. *a*.....do..	Duty remitted under secs. 2513 and 2514, R. S.	12,635	163.00	.....	.....	.....	.....	.....	.....	.....	.....
All other, and slabs, blooms, or loops.....pounds.	35 per cent.....	575,013	21,432.00	7,501.20	.....	808,312	30,348.00	10,621.80	.....	.038	35.00
Total bar-iron.....	.....	.....	1,165,905.20	568,422.84	.....	.....	1,334,417.99	677,798.60	58.20	.....	50.79
Bars or rails for railways—											
Flat rails, punched—											
Iron.....tons.	$17.92 per ton	5	151.00	89.60	.....	4.375	135.00	78.40	.....	30.857	58.01
Tee rails, weighing not over 25 pounds to the yard—											
Steel.....tons.	$20.16 per ton	359	9,746.00	7,237.44	.....	69.75	1,888.00	1,406.16	.....	27.068	74.48
Other railway bars, weighing more than 25 pounds to the yard—											
Iron.....tons.	$15.68 per ton	25.669	165.00	402.50	.....	12.459	210.00	195.30	.....	16.855	93.00
Steel, or in part of steel .do..	$17 per ton.....	10,118.309	264,816.00	172,011.25	.....	49,509.863	998,096.00	841,667.63	.....	20.160	84.33
Total bars or rails for railways.do..	.....	10,507.978	274,878.00	179,740.79	.....	49,596.447	1,000,329.00	843,347.49	.....	20.169	84.31

Bars, iron or steel, cold-rolled, cold-hammered, or polished in any way in addition to the ordinary process of hot-rolling or hammering—											
Valued at 4 cents a pound or less ..... pounds.	45 per cent. plus ¼ ct. per pound.	559,602	20,658.00	10,695.12	.....	837,562	30,205.00	15,686.16	.....	.036	51.93
Valued at above 4 cents and not above 7 cents per pound ..... pounds.	2 cts. per pound plus ¼ ct.	365,444	17,526.00	8,222.50	.....	149,581	7,632.00	3,365.58	.....	.051	44.10
Valued at above 7 cents and not above 10 cents per pound ..... pounds.	2¾ cts. per pound plus ¼ ct.	758,531	69,068.00	22,755.93	.....	807,793	78,364.00	24,233.79	.....	.097	30.92
Valued at above 10 cents per pound ..... pounds.	3¼ cts. per pound plus ¼ ct.	95,498.50	16,631.00	3,342.45	.....	131,375.50	26,207.00	4,598.15	.....	.199	17.55
Beams, girders, joists, angles, channels, car-truck channels, T T columns and posts, or parts or sections of columns and posts, deck and bulb beams, and building forms, together with all structural shapes of iron or steel ..... pounds.	1¼ cts. per pound..	11,743,893	128,870.00	146,798.68	.....	13,513,672	164,403.00	168,920.93	.....	.012	102.75
Bars, billets, blooms, blanks, ingots, etc., of steel—											
Bars and billets, and tapered or beveled bars—											
Valued at 4 cents a pound or less ..... pounds.	45 per cent.....	95,537,092	908,397.00	408,778.65	.....	323,418,960	2,712,058.65	1,220,426.39	.....	.008	45.00
Valued at above 4 cents and not above 7 cents per pound ..... pounds.	2 cts. per pound...	1,373,795	81,931.00	27,475.90	7.07	1,342,896	76,084.00	26,857.92	.....	.057	35.30
Valued at above 7 cents and not above 10 cents per pound..... pounds.	2¾ cts. per pound..	4,705,625	432,734.00	129,404.67	61.72	6,103,907	559,562.00	167,857.44	.....	.092	30.00
Valued at above 10 cents per pound..... pounds	3¼ cts. per pound..	597,512	90,245.00	19,419.16	.....	558,740	91,731.00	18,159.07	.....	.164	19.80
Ingots, cogged ingots, blooms, and slabs (except for railway wheels and tires), by whatever process made—											
Valued at 4 cents a pound or less ..... pounds..	45 per cent.....	38,752,868	315,095.00	141,792.75	.....	279,819,950	2,077,009.00	934,654.05	.....	.007	45.00
Valued at above 4 cents and not above 7 cents per pound..... pounds..	2 cts. per pound...	47,357	3,053.00	947.14	.....	30,405	1,796.00	608.10	.....	.060	33.86
Valued at above 7 cents and not above 10 cents per pound..... pounds..	2¾ cts. per pound..	107,079	9,767.00	2,944.69	.....	16,703	1,502.00	459.34	.....	.090	30.58
Valued at above 10 cents per pound..... pounds..	3¼ cts. per pound..	11,631.50	1.432.00	378.02	.....	2,144	218.00	69.68	.....	.102	31.96

a Withdrawn from warehouse for construction, etc., of vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Iron and steel, etc.—Continued.											
Bars, billets, blooms, etc.—Cont'd.											
Ingots, clogged ingots, blooms, or blanks, for railway wheels and tires, without regard to the degree of manufacture ..... pounds.	2 cts. per pound...	1,046,610	*Dollars.* 17,173.00	*Dollars.* 20,932.20	*Dollars.*	493,111	*Dollars.* 9,743.00	*Dollars.* 9,862.22	*Dollars.*	*Dolls.* .020	*P. ct.* 101.22
Die blocks or blanks; steamer-crank and other shafts, wrist or crank pins; connecting-rods and piston-rods; pressed, sheared, or stamped shapes or blanks of sheet or plate steel, or combination of steel or iron, punched or not punched; hammer-molds, or swaged steel; gun-molds, not in bars; alloys used as substitutes for steel tools; all descriptions and shapes of dry-sand, loam, or iron molded steel castings, not otherwise specially provided for—											
Valued at 4 cents a pound or less ..... pounds.	45 per cent.....	2,242,331	11,661.00	5,247.45	.....	4,065,172	25,369.00	11,416.05	.....	.006	45.00
Valued at above 4 cents and not above 7 cents per pound..... pounds.	2 cts. per pound...	11,125	589.00	222.50	.....	82,737	4,746.00	1,654.74	.....	.057	34.87
Valued at above 7 cents and not above 10 cents per pound..... pounds.	2¾ cts. per pound..	7,593	718.00	208.81	.....	90,750	8,330.00	2,495.62	.....	.090	29.96

Valued at above 10 cents per pound.....pounds.	3¼ cts. per pound..	19, 615	2, 916. 00	637. 49	.....	112, 909	20, 050. 00	3, 669. 54	.....	.178	18. 30
Total bars, billets, blooms, blanks, etc.....pounds.	.....	144,460 233.50	1, 875, 711. 00	758, 389. 43	68. 79	616,138,384	5, 588, 198. 65	2, 398, 190. 16	.....	.009	42. 92
Cotton ties, or hoops for baling purposes, of iron and steel, not thinner than No. 20, wire gauge...pounds.	35 per cent.....	43, 787, 740	603, 394. 37	211, 188. 03	.....	28, 000, 960	345, 997. 00	121, 098. 95	.....	.012	35. 00
Hoop, band, scroll, or other iron, 8 inches or less in width—											
Not thinner than No. 10, wire gauge .....pounds.	1 ct. per pound....	141, 078	1, 644. 00	1, 410. 78	.....	156	4. 00	1. 56	.....	.026	39. 00
Thinner than No. 10 and not thinner than No. 20, wire gauge .....pounds.	1 2/10 cts. per pound.	134, 346	1, 629. 00	1, 612. 15	4. 03	1, 337	34. 00	16. 05	.....	.025	47. 21
Thinner than No. 20, wire gauge .....pounds.	1 4/10 cts. per pound.	24	1. 00	.34	.....	.....	.....	.....	.....	.....	.....
Total hoop, band, and scroll iron .....pounds.	.....	275, 448	3, 274. 00	3, 023. 27	4. 03	1, 493	38. 00	17. 61	.....	.025	46. 34
Hoops, bands, and strips of steel, of all gauges and widths—											
Valued at 4 cents a pound or less .....pounds	45 per cent.....	4, 224, 894	52, 505. 00	23, 627. 25	.....	14, 802, 945	184, 287. 00	82, 929. 15	.....	.012	45. 00
Valued at above 4 cents and not above 7 cents per pound .....pounds.	2 cts. per pound...	9, 127	423. 00	182. 54	.....	50, 199	2, 960. 00	1, 003. 98	.....	.059	33. 92
Valued at above 7 cents and not above 10 cents per pound .....pounds.	2¾ cts. per pound..	68, 174	5, 808. 00	1, 874. 80	.....	65, 299	5, 212. 00	1, 795. 74	.....	.080	34. 45
Valued at above 10 cents per pound.....pounds.	3¼ cts. per pound..	.....	.....	.....	.....	31	27. 00	1. 01	.....	.871	3. 74
Strips of iron or steel, cold-rolled, cold-hammered, or polished in any way in addition to the ordinary process of hot rolling or hammering—											
Valued at 4 cents a pound or less .....pounds.	45 per cent., plus ¼ ct. per pound.	578, 808	19, 916. 00	10, 409. 23	.....	1, 666, 868	54, 597. 00	28, 735. 83	.....	.033	52. 63
Valued above 4 cents and not above 7 cents per pound.....pounds.	2 cts. per pound, plus ¼ ct.	216, 337	8, 955. 00	4, 867. 59	.....	.....	.....	.....	.....	.....	.....
Valued above 7 cents and not above 10 cents per pound .....pounds.	2¾ cts. per pound, plus ¼ ct.	11, 433	1, 111. 00	342. 99	.....	518	49. 00	15. 54	.....	.095	31. 71

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Iron and steel, etc.—Continued.											
Hoops, bands, strips, etc.—Cont'd.											
Strips of iron or steel, cold-rolled, cold-hammered, etc.—Cont'd.			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Valued above 10 cents per pound.....pounds.	3¼ cts. per pound plus ¼ ct.	13,856.25	2,557.00	484.99	.....	2,425	683.00	84.88	.....	.282	12.43
Total hoop, band, and strips of steel.....pounds.	.....	5,122,629.25	91,275.00	41,789.39	.....	16,588,285	247,815.00	114,566.13	.....	.015	46.23
Sheets, plates, and taggers' iron—											
Boiler or other plate-iron, sheared or unsheared, and skelp-iron, sheared or rolled in grooves.....pounds.	1¼ cts. per pound..	22,949	469.00	286.87	.....	38,502	1,552.00	481.28	.....	.040	31.01
Sheet-iron, common or black—											
Thinner than 1½ inch and not thinner than No. 20, wire gauge.....pounds.	1 1/10 cts. per pound.	690,442	21,904.00	7,594.86	.....	1,228,251	29,130.00	13,510.76	.....	.024	46.38
Thinner than No. 20 and not thinner than No. 25, wire gauge.....pounds.	1 3/10 cts. per pound.	1,931,041	67,900.00	23,172.48	.....	1,752,659	57,782.00	21,031.92	.....	.033	36.40
Thinner than No. 25 and not thinner than No. 29, wire gauge.....pounds.	1 5/10 cts. per pound.	1,009,324	34,657.00	15,139.87	.....	1,035,062	36,834.00	15,525.95	.....	.036	42.15
Thinner than No. 29, wire gauge.....pounds.	30 per cent.....	129,600	2,592.00	777.60	.....	53,590	1,165.50	349.65	.....	.022	30.00
Sheets and plates pickled or cleaned by acid, or by any other material or process, and cold-rolled—											
Boiler and other plate...pounds.	1½ cts. per pound..	547	38.00	8.20	.....	62,038	4,276.00	930.57	.....	.069	21.76
Sheets—											

Thinner than 1½ inch and not thinner than No. 20, wire gauge.....pounds.	$1\frac{35}{100}$ cts. per pound	19,371	800.00	261.51	.....	1,490	55.00	20.12	.....	.037	36.58
Thinner than No. 20 and not thinner than No. 25, wire gauge.....pounds.	$1\frac{45}{100}$ cts. per pound	14,449	302.00	209.52	.....	.....	.....	.....	.....	.....	.....
Thinner than No. 25 and not thinner than No. 29 wire gauge.....pounds.	$1\frac{75}{100}$ cts. per pound	23,080	528.00	403.90	.....	9,560	213.00	167.31	.....	.022	78.55
Thinner than No. 29, wire gauge.....pounds.	¼ ct. per pound and 30 per cent.	.....	.....	.....	.....	6,074	131.00	54.49	.....	.022	41.60
Sheets or plates of iron or steel (except what are commercially known as tin-plates, terne-plates, and taggers' tin), galvanized or coated with zinc or spelter, or other metals, or any alloy of these metals—											
Thinner than 1½ inch and not thinner than No. 20, wire gauge.....pounds.	$1\frac{85}{100}$ cts. per pound	63,985	1,456.00	1,183.72	.....	41,059	922.00	759.59	.....	.022	82.39
Thinner than No. 20 and not thinner than No. 25, wire gauge.....pounds.	$1\frac{95}{100}$ cts. per pound	59,947	1,568.00	1,168.97	.....	137,810	4,193.00	2,687.31	.....	.030	64.09
Thinner than No. 25 and not thinner than No. 29, wire gauge.....pounds.	$2\frac{25}{100}$ cts. per pound	14,640	2,646.00	329.40	.....	20,896	4,360.00	470.17	.....	.209	10.78
Total sheet-iron, common or black, pickled or cleaned, and galvanized .....pounds.	.....	3,956,426	134,391.00	50,250.03	.....	4,348,489	139,061.50	55,507.84	.....	.032	39.92
Sheet-iron or steel, corrugated or crimped—											
Iron .....pounds	$1\frac{4}{10}$ cts. per pound.	17,840	1,034.00	249.76	.....	.....	.....	.....	.....	.....	.....
Steel.....do..	....do	103,359	5,696.00	1,447.03	.....	21,161	1,185.00	296.26	.....	.056	25.00
Sheet-iron or steel, polished, planished, or glanced—											
Iron .....pounds.	2½ cts. per pound.	3,756,404	260,215.60	93,910.14	.....	3,313,906	229,589.00	82,847.66	.....	.069	36.09
Steel.....do..	....do	49,232	3,606.00	1,230.80	.....	.....	.....	.....	.....	.....	.....
Sheets and plates of steel of all thicknesses and widths—											
Valued at 4 cents a pound or less .....pounds.	45 per cent.....	3,649,633	68,120.00	30,654.00	.....	20,830,150	293,595.00	132,117.75	.....	.014	45.00
Valued above 4 cents and not above 7 cents per pound .....pounds.	2 cts. per pound ..	194,456	11,791.00	3,889.12	.....	216,113	13,476.00	4,322.26	.....	.062	32.07
Valued above 7 cents and not above 10 cents per pound .....pounds.	2¾ cts. per pound .	95,988	8,585.00	2,639.68	.....	125,287	10,859.00	3,445.41	.....	.087	31.73
Valued above 10 cents per pound .....pounds.	3¼ cts. per pound .	20,442	2,809.00	664.38	.....	13,606	2,027.00	442.19	.....	.149	21.81

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Iron and steel, etc.—Continued.											
Sheets of iron or steel, cold-rolled, cold-hammered, or polished in any way, in addition to the ordinary process of hot-rolling or hammering—											
Sheet-iron, common or black—											
Thinner than 1½ inch and not thinner than No. 20, wire gauge.....pounds.	$1\frac{1}{10}$ cts. per pound plus ¼ cent.	.....	*Dollars.*	*Dollars.*	*Dollars.*	.....	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.* .....
Thinner than No. 20 and not thinner than No. 25, wire gauge.....pounds.	$1\frac{2}{10}$ cts. per pound plus ¼ cent.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thinner than No. 25 and not thinner than No. 29, wire gauge.....pounds.	$1\frac{8}{10}$ cts. per pound plus ¼ cent.	13,516	304.00	236.55	.....	78	7.00	1.36	.....	.090	19.43
Sheet steel—											
Valued at 4 cents a pound or less .....pounds.	45 per cent. plus ¼ cent per pound.	179,673	6,161.00	3,221.64	.....	115,222	4,084.00	2,125.86	.....	.035	52.05
Valued above 4 cents and not above 7 cents per pound.....pounds.	2 cts. per pound plus ¼ cent.	74,933	3,322.00	1,685.99	.....	32,977	1,831.00	741.99	.....	.056	40.52
Valued above 7 cents and not above 10 cents per pound, ...pounds.	2¾ cts. per pound plus ¼ cent.	10,512	1,043.00	315.36	.....	20,810	1,959.00	624.30	.....	.094	31.87
Valued above 10 cents per pound.....pounds.	3¼ cts. per pound plus ¼ cent.	29,214.50	11,844.00	1,022.52	.....	75,848	26.099.00	2,654.70	.....	.344	10.17

Sheets or plates, or taggers' iron, coated with tin or lead, or with a mixture of which these metals are a component part, by the dipping or any other process, and commercially known as tin-plates, terne-plates, and taggers' tin, of iron or steel ..... pounds.	1 ct. per pound....	574,098,405	17, 719, 957. 12	5, 740, 984. 05	2. 28	570,643.389	16, 883, 813. 95	5, 706, 433. 89	3. 50	.030	33. 80
Taggers' iron—											
Put up in boxes or bundles, or not ..... pounds.	30 per cent.....	5, 415, 889	139, 692. 40	41, 907. 72	.....	6, 241, 437	145, 709. 47	43, 712. 84	.....	.023	30. 00
Pickled or cleaned by acid or any other material or process, and cold-rolled ..... pounds.	¼ ct. per pound and 30 per cent.	154, 220	5, 494. 00	2, 033. 75	.....	495, 021	13, 486. 00	5, 283. 36	.....	.027	39. 18
Wire rods (rivet, screw, nail, and fence), round, in coils and loops, not lighter than No. 5, wire gauge, valued at 3½ cents or less per pound—											
Iron ..... pounds.	9/10 ct. per pound...	54, 862, 140	974, 719. 13	329, 172. 83	1. 32	53, 904, 570	1, 027, 826. 50	323, 427. 41	25. 92	.019	31. 47
Steel ..... do..	....do	48, 662, 757	768, 302. 55	291, 976. 52	.....	33, 064, 103	538, 743. 00	198, 384. 59	.....	.016	36. 82
Wire rods of steel, not elsewhere specified ..... pounds.	45 per cent.....	201,899,759	2, 290, 665. 00	1, 030, 799. 25	.....	247,730.164	2, 657, 042. 00	1, 195, 668. 90	.....	.011	45. 00
Total wire rods..... .... do..	.....	305,424,656	4, 033, 686. 68	1, 651, 948. 60	1. 32	334,698,837	4, 223, 611. 50	1, 717, 480. 90	25. 92	.013	40. 66
Wire of iron—											
Smaller than No. 5 and not smaller than No. 10, wire gauge ..... pounds..	1½ cts. per pound ..	6, 680	1, 087. 80	100. 20	.....	7, 341. 50	418. 00	110. 12	.34	.057	26. 34
Smaller than No. 10 and not smaller than No. 16, wire gauge ..... pounds..	2 cts. per pound...	85, 746	3, 577. 00	1, 714. 92	154, 30	117, 476	5, 217. 00	2, 349. 52	138. 91	.044	45. 04
Smaller than No. 16 and not smaller than No. 26, wire gauge ..... pounds..	2½ cts. per pound ..	5, 457	976. 00	136. 43	.....	79, 555	5, 198. 00	1, 988. 89	.27	.065	38. 26
Smaller than No. 26, wire gauge, ... pounds..	3 cts. per pound...	9, 203	2, 675. 00	276. 09	.....	1, 762	777. 00	52. 86	.....	.441	6. 80
Covered with cotton, silk, or other material, and wire commonly known as crinoline, corset, and hat wire—											
Smaller than No. 16 and not smaller than No. 26, wire gauge ..... pounds..	6½ cts. per pound ..	823	309. 00	53. 50	.....	75	29. 00	4. 88	.....	.387	16. 86
Smaller than No. 26, wire gauge ..... pounds..	7 cts. per pound...	378	225. 00	26. 46	.....	914	221. 00	63. 98	.....	.242	28. 95
Galvanized (except fence wire)—											
Smaller than No. 5 and not smaller than No. 10, wire gauge ..... pounds..	2 cts. per pound...	.....	.....	.....	.....	100	3. 00	2. 00	.....	.030	66. 67

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—C ntinued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty,
DUTIABLE.											
Iron and steel, etc.—Continued.											
Wire of iron—Continued.											
Galvanized, etc.—Continued.											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Smaller than No. 5 and not smaller than No. 10, wire gauge ..... pounds..	Duty remitted, for use of the United States.	.....	.....	.....	.....	33,806	904.00	.....	.....	.027	.....
Smaller than No. 10 and not smaller than No. 16, wire gauge ..... pounds..	2½ cts. per pound ..	300	7.50	7.50	.....	.....	.....	.....	.....	.....	.....
Do	Duty remitted, for use of the United States.	.....	.....	.....	.....	30,737	837.00	.....	.....	.027	.....
Smaller than No. 16 and not smaller than No. 26, wire gauge ..... pounds..	3 cts. per pound...	4	1.00	.12	.....	84	16.00	2.52	.....	.190	15.75
Smaller than No. 26, wire gauge ..... pounds..	3½ cts. per pound ..	.....	.....	.....	.....	6,244	243.00	218.55	.....	.039	89.94
Wire of steel—											
Smaller than No. 5 and not smaller than No. 10, wire gauge ..... pounds..	1½ cts. per pound ..	2,251,302	121,465.00	33,769.54	.....	1,075,147	87,884.00	16,127.26	24,83	.082	18.35
Smaller than No. 10 and not smaller than No. 16, wire gauge ..... pounds..	2 cts. per pound...	893,442	79,981.00	17,868.85	.....	995,919	83,306.00	19,918.38	7.31	.084	23.91
Smaller than No. 16 and not smaller than No. 26, wire gauge ..... pounds ..	2½ cts. per pound ..	600,169	109,137.00	15,004.25	.....	761,596.25	137,408.00	19,039.90	.....	.181	13.86
Smaller than No. 26, wire gauge ..... pounds..	3 cts. per pound...	336,147.74	96,978.00	10,084.43	.....	424,486.60	115,801.00	12,734.60	.....	.273	11.00
Covered with cotton, silk, or other material, and wire commonly known as crinoline, corset, and hat wire—											

Smaller than No. 10 and not smaller than No. 16, wire gauge ..... pounds..	6 cts. per pound...	.....	.....	.....	.....	4	2.00	.24	.....	.500	12.00
Smaller than No. 16 and not smaller than No. 26, wire gauge ..... pounds..	6½ cts. per pound ..	551	293.00	35.82	.....	392	227,00	25.49	.....	.579	11.23
Smaller than No. 26, wire gauge ..... pounds..	7 cts. per pound...	267	141.00	18.69	.....	318	.168.00	22.26	.....	.528	13.25
Galvanized (except fence wire)—											
Smaller than No. 5 and not smaller than No. 10, wire gauge ..... pounds..	2 cts. per pound...	330	10.00	6.60	.....	.....	.....	.....	.....	.....	.....
Smaller than No. 10 and not smaller than No. 16, wire gauge ..... pounds..	2½ cts. per pound ..	.....	.....	.....	.....	55,145	1,240.00	1,378.63	.....	.022	111.18
Smaller than No. 16 and not smaller than No. 26, wire gauge ..... pounds..	3 cts. per pound...	.....	.....	.....	.....	55	11.00	1.65	.....	.200	15.00
Smaller than No. 26, wire gauge ..... pounds..	3½ cts. per pound ..	9,065	2,616.00	317.29	.....	22,915	7,413.00	802.04	.....	.323	10.82
Total iron and steel wire.... do..	.....	4,199,864.74	419,479.30	79,420.69	154.30	3,614,072.35	447,323.00	74,843.77	171.66	.124	16.73
Wire rope and wire strand—											
Made of iron wire—											
Smaller than No. 5 and not smaller than No. 10, wire gauge *a* ..... pounds.	Duty remitted under secs. 2513 and 2514, R. S.	26,050	778.00	.....	.....	10,790	398.00	.....	.....	.037	.....
Smaller than No. 10 and not smaller than No. 16, wire gauge ..... pounds.	3 cts. per pound...	30,410	1,494.50	912.30	.....	18,545	1,249.00	556.35	.....	.067	44.54
Do *a* ..... do..	Duty remitted under secs. 2513 and 2514, R. S.	58,256	2,147.00	.....	.....	.....	.....	.....	.....	.....	.....
Smaller than No. 16 and not smaller than No. 26, wire gauge ..... pounds.	3½ cts. per pound ..	73,788	4,075.00	2,582.58	.....	92,529	5,473.00	3,238.52	.....	.059	59.17
Do *a* ..... do..	Duty remitted under secs, 2513 and 2514, R. S.	664	36.00	.....	.....	.....	.....	.....	.....	.....	.....
Smaller than No. 26, wire gauge ..... pounds.	4 cts. per pound...	43,194.25	4,074.00	1,727.77	.....	37,795	3,534.00	1,511.80	.....	.094	42.78
Galvanized—											
Smaller than No. 10 and not smaller than No. 16, wire gauge. pounds.	3½ cts. per pound ..	.....	.....	.....	.....	6,946	441.00	243.11	.....	.063	55.13
Smaller than No. 16 and not smaller than No. 26, wire gauge, pounds.	4 cts. per pound...	.....	.....	.....	.....	7,813	501.00	312.52	.....	.064	62.38

a Withdrawn from warehouse for construction, etc., of vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Iron and steel, etc.—Continued.											
Wire rope and wire strand—Continued											
Made of iron wire—Continued.											
Galvanized, etc.—Continued.											
			Dollars.	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Smaller than No. 26, wire gauge.....pounds.	4½ cts. per pound..	.....	.....	.....	.....	1,470	173.00	66.15	.....	.118	38.24
Made of steel wire—											
Smaller than No. 5 and not smaller than No. 10, wire gauge.....pounds.	3½ cts. per pound..	.....	.....	.....	.....	13,875	1,919.00	485.63	.....	.138	25.30
Smaller than No. 10 and not smaller than No. 16, wire gauge.....pounds.	4 cts. per pound..	310,211	24,752.00	12,408.44	.....	293,400	22,642.00	11,736.00	.....	.077	51.83
Smaller than No. 16 and not smaller than No. 26, wire gauge.....pounds.	4½ cts. per pound..	157,834	14,718.00	7,102.56	.....	249,814	22,600.50	11,241.67	.....	.090	49.74
Do.....do..	Duty remitted under secs. 2513 and 2514, R. S.	.....	.....	.....	.....	1,454	180.00	.....	.....	.124	.....
Smaller than No. 26, wire gauge.....pounds.	5 cts. per pound..	1,000	213.00	50.00	.....	17,339	2,817.00	866.95	.....	.162	30.78
Do.....do..	Duty remitted under secs. 2513 and 2514, R. S.	.....	.....	.....	.....	910	63.00	.....	.....	.069	.....
Galvanized—											
Smaller than No. 5 and not smaller than No. 10, wire gauge.pounds.	4cts. per pound...	.....	.....	.....	.....	30,351	2,055.00	1,214.04	.....	.068	59.08
Smaller than No. 10 and not smaller than No. 16, wire gauge.pounds.	4½ cts. per pound..	.....	.....	.....	.....	22,813	1,916.00	1,026.59	.....	.084	53.58
Smaller than No. 16 and not smaller than No. 26, wire gauge. pounds.	5 cts. per pound...	.....	.....	.....	.....	666	83.00	33.30	.....	.125	40.12

Wire cloth and wire nettings, made in meshes of any form, of iron or steel wire—											
Smaller than No. 5 and not smaller than No. 10, wire gauge.....pounds.	3½ cts. per pound..	23	5.00	.81	.....	300	81.00	10.50	.....	.270	12.96
Smaller than No. 10 and not smaller than No. 16, wire gauge.....pounds.	4 cts. per pound...	826	71.00	33.04	.....	2,301.50	558.75	92.06	.....	.243	16.48
Do.*a*.....do..	Duty remitted under secs. 2513 and 2514, R. S.	16,181	571.00	.....	.....	.....	.....	.....	.....	.....	.....
Smaller than No. 16 and not smaller than No. 26, wire gauge.....pounds	4½ cts. per pound..	26,665	1.162.00	1,200.84	.....	6,045	270.00	272.03	.....	.045	100.75
Do.*a*.....do..	Duty remitted under secs. 2513 and 2514, R. S.	11,869	440.00	.....	.....	.....	.....	.....	.....	.....	.....
Smaller than No. 26, wire gauge .....pounds.	5 cts. per pound...	350,123	17,483.00	17,506.15	.....	39,440	2,819.00	1,972.00	.....	.071	69.95
Do.*a*.....do..	Duty remitted under secs. 2513 and 2514, R. S.	3,797	365.00	.....	.....	.....	.....	.....	.....	.....	.....
Galvanized—											
Smaller than No. 5 and not smaller than No. 10, wire gauge.....pounds.	4 cts. per pound...	.....	.....	.....	.....	65	13.00	2.60	.....	.200	20.00
Smaller than No. 16 and not smaller than No. 26, wire gauge.....pounds	5 cts. per pound...	.....	.....	.....	.....	20,650	904.00	1,032.50	.....	.044	114.21
Manufactures of, not elsewhere specified—											
Axles, parts thereof, axle-bars, axle-blanks, or forgings for axles, without reference to the stage or state of manufacture, of iron or steel, and forgings of iron and steel, or forged iron of whatever shape, or in what stage of manufacture, not specially enumerated or provided for.....pounds	2½ cts. per pound..	260,310.50	12,287.00	6,507.81	.....	789,224	31,671.75	19,730.61	.....	.040	62.29
Anchors, or parts thereof, mill-irons and mill-cranks, of wrought iron, and wrought iron for ships, and forgings of iron and steel for vessels, steam-engines, and locomotives, or parts thereof, each weighing 25 pounds or more.....pounds.	2 cts. per pound...	47,982	2,009.00	959.64	.....	115,808	3,393.00	2,316.16	3.48	.028	68.26

a Withdrawn from warehouse for construction, etc., of vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Iron and steel, etc.—Continued.											
Manufactures of, etc.—Continued.			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Anvils .....pounds.	2 cts. per pound...	1,394,064	81,765.94	27,881.28	24.60	1,476,008	87,060.32	29,520.16	.....	.059	33.91
Bedsteads and other house furniture	35 per cent.....	.....	.....	.....	.....	.....	5,851.00	2,047.85	.....	.....	35.00
Card clothing—											
Manufactured from tempered steel wire... sq. feet.	45 cts. per sq. foot.	24,106.36	24,183.00	10,847.87	.....	113,501.36	106,051.00	51,075.62	.....	.934	48.16
Other .....do	25 cts. per sq. foot.	38,427.25	22,654.00	9,606.81	.....	38,941	22,064.00	9,735.26	.....	.567	44.12
Castings—											
Cast-iron pipe of every description .....pounds	1 ct. per pound...	14,054	211.00	140.54	.....	1,699	58.83	16.99	.....	.035	28.88
Cast-iron vessels, plates, stove-plates, andirons, sadirons, and batters' irons, and all castings of iron, not specially enumerated or provided for....pounds	1¼ cts. per pound..	236,546	8,055.59	2,956.85	.....	693,322	28,154.82	8,666.62	.....	.041	30.78
Malleable iron castings, not specially enumerated or provided for .....pounds.	2 cts. per pound...	24,617	4,065.00	492.34	.....	53,770	4,294.40	1,075.40	.....	.080	25.04
Chain or chains of all kinds, made of iron or steel—											
Not less than ¾ of 1 inch in diameter .....pounds.	1¾ cts. per pound..	98,850	3,653.00	1,729.89	.....	181,099	6,721.00	3,169.24	.....	.037	47.15
Less than ¾ of 1 inch and not less than ⅜ of 1 inch in diameter.....pounds.	2 cts. per pound...	176,598	7,354.50	3,531.96	.....	193,425	8,173.85	3,868.50	.....	.042	47.33
Less than ⅜ of 1 inch in diameter .....pounds.	2½ cts. per pound..	1,032,596	56,981.02	25,814.90	28.00	1,243,202	70,043.06	31,080.07	.....	.056	44.37
Cutlery—											
Penknives, pocket-knives of all kinds, and razors.....	50 per cent.....	.....	1,274,411.59	637,205.80	1,745.70	.....	1,419,861.27	709,930.64	463.64	.....	50.00

Swords, sword-blades, and side arms	35 per cent		8,994.00	3,147.90	39.40		14,218.00	4,976.30			35.00
Cutlery, not specially enumerated or provided for	do		408,685.49	143,039.92	261.60		454,984.30	159,244.51			35.00
Engraved plates of steel	25 per cent		306.00	76.50			34.00	8.50			25.00
Files, file-blanks, rasps, and floats of all cuts and kinds—											
4 inches in length and under ... dozens	35 cts. per dozen	31,986.25	21,281.00	11,195.19		41,491.92	28,006.00	14,522.21		675	51.85
Over 4 inches in length and under 9 inches ... dozens	75 cts. per dozen	14,601.25	18,669.00	10,950.96		24,635.83	28,440.80	18,476.90		1,154	64.97
9 inches in length and under 14 inches ... dozens	$1.50 per dozen	1,455.62	4,107.00	2,183.44		2,096.25	5,899.30	3,144.38		2,814	53.30
14 inches in length and over, ... dozens	$2.50 per dozen	970.13	3,997.00	2,425.33		1,515.83	5,988.00	3,789.59		3,950	63.29
Fire-arms—											
Sporting breech-loading shot-guns, and pistols of all kinds	35 per cent		624,046.76	218,416.40	110.32		748,482.49	261,968.87	55.08		35.00
Muskets, rifles, and other fire-arms, not specially enumerated or provided for	25 per cent		260,487.43	65,121.84	28.62		197,776.44	49,444.11	4.50		25.00
Forged shot-gun barrels, rough-bored	10 per cent		29,985.00	2,998.50			39,558.00	3,955.80			10.00
Hammers and sledges (blacksmith's), track-tools, wedges, and crow-bars, of iron or steel, ... pounds	2½ cts. per pound	10,956	903.00	273.91	1.38	9,176	1,450.70	229.41		.158	15.81
Hollow-ware, coated, glazed, or tinned ... pounds	3 cts. per pound	15,804	1,045.00	474.12		22,794.50	1,444.00	683.84		.063	47.36
Horse, mule, or ox shoes ... do	2 cts. per pound	314	18.20	6.28		783	28.50	15.66		.036	54.95
Machinery, not elsewhere specified	45 per cent		1,222,597.48	550,168.87	922.84		1,904,022.90	856,810.30	581.44		45.00
Nails, spikes, tacks, brads, or sprigs—											
Cut nails and spikes, of iron or steel ... pounds	1¼ cts. per pound	30,405	912.45	380.07		25,735	746.80	321.67		.029	43.07
Cut tacks, brads, or sprigs—											
Not exceeding 16 ounces to the thousand ... M	2½ cents per M	20	32.00	.50							
Exceeding 16 ounces to the thousand ... pounds	3 cts. per pound	150	90.00	4.50		129.50	4.85	3.89		.037	80.21
Horseshoe-nails, hobnails, wire-nails, and all other wrought-iron or steel nails, not specially enumerated or provided for ... pounds	4 cts. per pound	48,284	1,859.75	1,931.36		63,006	3,305.18	2,520.24		.052	76.26
Spikes of wrought iron or steel ... pounds	2 cts. per pound	2,084	81.50	41.68		1,178	44.00	23.56		.037	53.55

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantities.	Average— Ad valorem rate of duty.
DUTIABLE.											
Iron and steel, etc.—Continued.											
Manufactures of, etc.—Continued.											
Needles—											
For knitting or sewing machines	35 per cent	.....	*Dollars.* 6,995.85	*Dollars.* 2,448.55	*Dollars.*	.....	*Dollars.* 7,039.55	*Dollars.* 2,463.84	*Dollars.*	*Dolls.*	*P. ct.* 35.00
Sewing, darning, knitting, and all other, not specially enumerated or provided for	25 per cent	.....	320,745.75	80,186.44	.....	.....	307,484.44	76,871.10	.....	.....	25.00
Nuts and washers of wrought iron or steel ..... pounds	2 cts. per pound	628	21.98	12.56	.....	284	20.00	5.68	.....	.070	28.40
Railway fish-plates or splice-bars, of iron or steel ..... pounds	1¼ cts. per pound	2,437	54.00	30.46	.....	20,330	274.00	254.13	.....	.013	92.75
Rivets, bolts, with or without threads or nuts, or bolt blanks, and finished hinges, or hinge-blanks, of iron or steel ..... pounds	2½ cts. per pound	66,528	3,305.00	1,663.21	.....	108,776.25	4,548.83	2,719.44	.....	.042	59.78
Saws and saw plates—											
Circular saws	30 per cent	.....	33.28	9.98	.....	.....	356.00	106.80	.....	.....	30.00
Cross-cut saws ... linear feet	8 cts. per lin. foot	4,175.50	2,415.00	334.04	.....	6,858	4,267.00	548.64	.....	.622	12.86
Hand, back, and all other saws, not specially enumerated or provided for	40 per cent	.....	18,158.80	7,263.52	.....	.....	20,795.50	8,318.20	.....	.....	40.00
Mill, pit, and drag saws—											
Not over 9 inches wide ..... linear feet	10 cts. per lin. foot	17	16.00	1.70	.....	9	4.00	.90	.....	.444	22.50
Circular saw plates of steel—											
Valued above 4 cents and not above 7 cents per pound .... pounds	3 cts. per pound	1,391	90.00	41.73	.....	.....	.....	.....	.....	.....	.....
Valued above 7 cents and not above 10 cents per pound .... pounds	3¾ cts. per pound	223	22.00	8.36	.....	617	62.00	23.14	.....	.100	37.32
Valued above 10 cents per pound .... pounds	4¼ cts. per pound	266,530	36,685.00	11,327.53	.....	508,882	64,135.00	21,627.53	.....	.126	33.72

Screws, commonly called wood-screws—											
2 inches or over in length.lbs.	6 cts. per pound...	1,367	332.00	82.02	.....	41	9.40	2.46	.....	.229	26.17
1 inch and less than 2 inches in length .....pounds.	8 cts. per pound...	22.50	6.00	1.80	.....	821.25	107.40	65.70	.....	.131	61.17
Over ½ inch and less than 1 inch in length.....pounds.	10 cts. per pound..	927.50	315.00	92.75	.....	11,744	2,173.00	1,174.40	.....	.185	54 05
½ inch and less in length.do..	12 cts. per pound..	4,330	1,561.00	519.60	.....	5,309.50	1,429.00	637.14	.....	.269	44.59
Tubes or flues, or stays, of wrought-iron or steel—											
Boiler tubes, or flues, or stays .....pounds	3 cts. per pound..	104,986	10,483.00	3,149.58	.....	1,657,075	70,051.00	49,712.25	.....	.042	70.97
Do .....do..	Duty remitted secs. 2513 and 2514, R.S.	.....	.....	.....	.....	9,850	259.00	.....	.....	.026	free
Other tubes or pipes ....do..	2¼ cts. per pound..	195,388	31,246.00	4,396.25	.....	419,744	46,934.46	9,444.26	.....	.112	20.12
Wheels of steel, and steel-tired wheels for railway purposes, whether wholly or partly finished, and iron or steel locomotive, car, and other railway tires, or parts thereof, wholly or partly manufactured .....pounds.	2½ cts. per pound..	4,391,201	150,704.00	109,780.05	.....	8,581,140	274,112.00	214,528.53	.....	.032	78.26
All other manufactures of iron ..	45 per cent.....	.....	332,328.74	149,547.96	300.87	.....	315,088.88	141,790.00	364.30	.....	45.00
All other manufactures of steel..	....do	.....	522,164.07	234,973.84	11.32	.....	592,712.19	266,720.49	699.30	.....	45.00
Total iron and steel, and manufactures of	.....	.....	38,631,777.34	14,631,875.75	4,046.20	.....	50,618,985.66	20,713,233.89	2,607.11	.....	a40.92
Jet, manufactures and imitations of	25 per cent.....	.....	40,761.40	10,190.35	.....	.....	54,065.00	13,516.25	.....	.....	25.00
Jewelry and precious stones, not elsewhere specified:											
Jewelry of all kinds, including coral, cut or set	25 per cent.....	.....	424,603.63	106,150.93	51.88	.....	427,873.74	106,968.41	88.55	.....	25.00
Precious stones and imitations of, not set—											
Compositions of glass and paste..	10 per cent.....	.....	27,574.14	2,757.40	.....	.....	26,320.00	2,632.00	.....	.....	10.00
Precious stones of all kinds, except rough or uncut diamonds.	....do	.....	7,915,660.37	791,566.03	2,381.40	.....	10,526,997.92	1,052,699.78	38.60	.....	10.00
Total jewelry and precious stones.	.....	.....	8,367,838.14	900,474.36	2,433.28	.....	10,981,191.66	1,162,300.19	127.15	.....	10.58
Lead, and manufactures of—											
Molten and old refuse lead, run into blocks and bars, and old scrap lead, fit only to be remanufactured .....pounds	2 cts. per pound ..	17,943	666.00	358.86	.....	35,081	1,452.00	701.62	.....	.041	48.32
Ore and dross .....do..	1½ cts. per pound..	.....	.....	.....	.....	814,142	20,605.00	12,212.14	.....	.025	59.27
Pigs and bars.....do..	2 cts per pound ..	11,005,083	294,855.84	220,101.66	21.40	11,148,211	323,256.35	222,964.22	.....	.029	68.97
Sheets, pipes, and shot.....do..	3 cts. per pound ..	24,087	1,023.50	722.61	.....	19,260	950.00	577.80	.....	.049	60.82

a See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Lead, and manufactures of—Continued.											
Manufactures of, not especially enumerated or provided for	45 per cent	.....	*Dollars.* 1,698.33	*Dollars.* 764.24	*Dollars.*	.....	*Dollars.* 360.00	*Dollars.* 162.00	*Dollars.*	*Dolls.*	*P. ct.* 45.00
Total lead, and manufactures of	.....	.....	298,243.67	221,947.37	21.40	.....	346,623.35	236,617.78	.....	.....	68.26
Leather, and manufactures of:											
Bend or belting, and Spanish or other sole	15 per cent	.....	106,240.17	15,936.03	.....	.....	52,507.35	7,876.11	.....	.....	15.00
Calf-skins, tanned or tanned and dressed	20 per cent	.....	1,800,152.15	360,030.42	19.50	.....	1,484,207.10	296,841.42	.....	.....	20.00
Skins for morocco—											
Finished	do	.....	580,364.89	116,072.98	.....	.....	457,284.99	91,457.00	.....	.....	20.00
Tanned, but unfinished	10 per cent	.....	1,952,415.00	195,241.50	.....	.....	1,910,991.00	191,099.10	.....	.....	10.00
Upper leather of all other kinds, dressed, and skins dressed and finished, of all kinds, not specially enumerated or provided for	20 per cent	.....	2,864,354.34	572,870.87	46.20	.....	2,342,925.99	468,585.19	9.20	.....	20.00
All leather not specially enumerated or provided for	15 per cent	.....	36,458.55	5,468.79	.....	.....	77,787.10	11,668.07	.....	.....	15.00
Gloves, kid or leather, wholly or partially manufactured	50 per cent	.....	3,793,417.85	1,896,708.92	3,191.00	.....	4,184,877.00	2,092,438.51	956.90	.....	50.00
All manufactures and articles of leather, or of which leather shall be a component part, not specially enumerated or provided for	30 per cent	.....	333,011.34	99,903.36	17.80	.....	422,989.24	126,896.77	30.60	.....	30.00
Total leather, and manufactures of	.....	.....	11,466,414.29	3,262,232.87	3,274.50	.....	10,933,569.77	3,286,862.17	996.70	.....	30.06
Lime barrels	10 per cent	82,855	41,307.15	4,130.73	.....	132,239	57,226.46	5,722.65	.....	.432	10.00

Liquors, spirituous and malt, and wines:											
Malt liquors, viz., ale, beer, and porter—											
In bottles or jugs of glass, stone, or earthenware.....gallons..	35 cts. per gallon..	939,230.10	793,986.84	328,730.56	33.66	1,024,660.12	863,490.66	358,631.03	107.80	.843	41.53
Do *a* .....do..	Duty remitted under sec. 16, act June 26, 1884.	343	238.00	.....	.....	377	240.00	.....	.....	.637	Free.
Not in bottles or jugs of glass, stone, or earthenware..gallons.	20 cts. per gallon..	1,281,858.50	412,032.27	256,371.70	.....	1,277,778.50	403,578.59	255,555.70	17.96	.316	63.32
Total malt liquors.....	.....	.....	1,206,257.11	585,102.26	33.66	.....	1,267,309.25	614,186.73	125.76	.....	*c*48.47
Spirits, distilled—											
Alcohol, containing 94 per cent. anhydrous alcohol..proof galls	$2 per proof gallon	832.495	667.00	1,664.99	59.28	232	270.00	464.00	.....	1.164	171.85
Alcoholic compounds, not specially enumerated or provided for .....proof galls	$2 per proof gallon and 25 per cent.	298.47	2,732.00	1,279.95	.....	361.66	1,993.00	1,221.56	.....	5.510	61.29
Brandy .....do..	$2 per poof gallon..	454,727.52	1,105,643.58	909,455.04	3,245.72	483,189.70	1,197,911.25	966,379.40	3,631.33	2.479	80.67
Do. *b* .....do..	Duty remitted under sec. 3433, R. S.	322	695.00	.....	.....	.....	.....	.....	.....	.....	.....
Do. *a*.....do..	Duty remitted under sec. 16, act June 26, 1884.	182	513.00	.....	.....	151	549.00	.....	.....	3.635	Free.
Do .....do..	Duty remitted, for use of the United States.	.....	.....	.....	.....	186	309.00	.....	.....	1.661	Free.
Compounds or preparations of which distilled spirits are a component part of chief value, not specially enumerated or provided for..... proof galls.	$2 per proof gallon.	10,406.72	6,747.54	20,813.43	25.55	2,335.025	1,768.35	4,670.05	.....	.757	264.09
Containing 50 per cent. anhydrous alcohol.....galls.	$1 per gallon.....	20.50	12.00	20.50	.....	113.58	69.00	113.58	.....	.608	164.61
Cordials, liqueurs, arrack, absinthe, kirschwasser, ratafia, and other similar spirituous beverages or bitters containing spirits, not specially enumerated or provided for. proof galls.	$2 per proof gallon.	109,501.12	265,474.15	219,002.23	317.77	112,585.815	262,249.10	225,171.63	199.10	2.329	85.86
Other, not specially enumerated or provided for, manufactured or distilled—											
From grain .....proof galls	$2 per proof gallon.	650,540.33	325,301.36	1,301,080.66	3,057.57	645,873.56	325,846.24	1,291,747.12	2,556.04	.505	396.43
Do. *b* .....do..	Duty remitted under sec. 3433, R.S.	817	813.00	.....	.....	.....	.....	.....	.....	.....	.....
Do. *a*..... do..	Duty remitted under sec. 16, act of June 26, 1884.	627	394.00	.....	.....	401	220.00	.....	.....	.549	Free.

a Withdrawn from warehouse as supplies for vessels. *b* For transfer to manufacturing warehouse. *c* See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Liquors, etc.—Continued.											
Spirits, distilled—Continued.											
Other, etc., manufactured or distilled—Continued.			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
From other materials. pf. galls	$2 per proof gallon	190,689.73	115,660.64	381,379.45	762.29	225,077.85	118,715.02	450,155.70	722.65	.527	379.19
Do. *a* ..... do..	Duty remitted under sec. 3433 R. S.	1,995	1,400.00	.....	.....	.....	.....	.....	.....	.....	.....
Do. *b* ..... do..	Duty remitted under sec. 16, act of June 26, 1884.	4	6.00	.....	.....	.....	.....	.....	.....	.....	.....
Total spirits, distilled	.....	.....	1,826,059.27	2,834,696.25	7,468.18	.....	1,909,899.96	2,939,923.04	7,109.12	.....	*c*154.01
Wines, containing not more than 24 per cent. of alcohol—											
Champagne, and all other sparkling, in bottles—											
Containing each ½ pint or less ..... dozens.	$1.75 per dozen ...	7,085	21,586.00	12,398.75	4.20	7,853.165	26,695.00	13,743.04	3.50	3.399	51.48
Containing each more than ½ pint and not more than 1 pint ..... dozens.	$3.50 per dozen ...	184,643.36	1,235,694.56	646,251.78	356.40	202,155.49	1,414,727.25	707,543.99	612.99	6.998	50.01
Do. *a* ..... do..	Duty remitted under sec. 16, act of June 26, 1884.	96	720.00	.....	.....	132	1,130.00	.....	.....	8.561	Free.
Do. *b* ..... do..	Duty remitted under sec. 3433, R. S.	.....	.....	.....	.....	10	122.00	.....	.....	11.200	Free.
Do. *d* ..... do..	Duty remitted by order of the Secretary of the Treasury.	.....	.....	.....	.....	35	434.00	.....	.....	12.400	Free.
Containing each more than 1 pint and less than 1 quart ..... dozens.	$7 per dozen	133,811.93	1,742,073.51	936,683.55	537.96	144,768.35	1,850,447.60	1,013,378.56	672.20	12.782	54.76

Do. *a*.....do..	Duty remitted under sec. 16, act of June 26, 1884	154	2,326.00	.....	.....	127	1,798.00	.....	.....	14.157	Free.
Quantity in excess of 1 quart per bottle .....gallons.	$2.25 per gallon...	221	.....	497.26	.....	336.25	.....	756.57	.70	.....	.....
Total champagne and other sparkling wines.....	.....	.....	3,002,400.07	1,595,831,34	898.56	.....	3,295,353.85	1,735,422.16	1,289.39	.....	*c*52.72
Still wines—											
In casks.....gallons	50 cts. per gallon ..	3,535,156.50	2,396,539.02	1,767,578.26	3,704.65	3,404,933.88	2,378,696.70	1,702,466.94	3,223.48	.699	71.57
Do. *d*.....do..	Duty remitted by order of the Secretary of the Treasury.	.....	.....	.....	.....	472	327.00	.....	.....	.693	Free.
Do. *e*.....do..	Duty remitted, for use of the United States.	.....	.....	.....	.....	116	56.00	.....	.....	.483	Free.
In bottles—											
Containing each not more than 1 quart and more than 1 pint ....dozens.	$1.60 per dozen ...	230,829.66	1,274,059.74	369,327.35	964.80	234,411.10	1,277,601.49	375,057.71	929.10	5.450	29.36
Do. *a*.....do..	Duty remitted under sec. 16, act of June 26, 1884.	254	1,508.00	.....	.....	231	761.00	.....	.....	3,294	Free.
Do. *d*.....do..	Duty remitted by order of the Secretary of the Treasury.	.....	.....	.....	.....	26	156.00	.....	.....	6.000	Free.
Containing each not more than 1 pint.....dozens.	80 cts. per dozen..	3,555.49	11,134.64	2,844.39	20.70	1,858.12	3,978.15	1,486.49	2.40	2.141	37.37
Do. *a*.....do..	Duty remitted under sec. 16, act of June 26, 1884.	6	20.00	.....	.....	.....	.....	.....	.....	.....	.....
Quantity in excess of 1 quart or 1 pint per bottle .....pints.	5 cts. per pint.....	16,468	.....	823.40	.....	21,277	.....	1,063.85	.....	.....	.....
Vermuth—											
In casks .....gallons.	50 cts. per gallon..	260	171.00	130.00	.....	295	190.00	147.50	.....	.644	77.63
In bottles—											
Containing each not more than 1 quart and more than 1 pint ....dozens	$1.60 per dozen....	23,589.50	67,630.50	37,743.19	5.60	20,281.50	56,554.00	32,450.40	2.10	2.788	57.38
Do. *a*.....do..	Duty remitted under sec. 16, act of June 26, 1884.	3	9.00	.....	.....	9	28.00	.....	.....	3.111	Free.
Containing each not more than 1 pint ....dozens.	80 cts. per dozen ..	.....	.....	.....	.....	10	35.00	8.00	.80	3.500	22.86

a For transfer to manufacturing warehouse.
b Withdrawn from warehouse as supplies for vessels.
c See note on page 615.
d For use of foreign ministers to the United States.
e For use of the United States.

No. 21.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886. Quantities.	1886. Values.	1886. Duties.	1886. Additional and discriminating duty.	1887. Quantities.	1887. Values.	1887. Duties.	1887. Additional and discriminating duty.	1887. Average— Value per unit of quantity.	1887. Average— Ad valorem rate of duty.
DUTIABLE.											
Liquors, etc.—Continued.											
Wines, etc.—Continued.											
Vermuth—Continued.											
In bottles—Continued.											
Quantity in excess of 1 quart or 1 pint per bottle.....pints.	5 cts. per pint.....	1,420	*Dollars.*	*Dollars.* 71.00	*Dollars.* .30	600	*Dollars.*	*Dollars.* 30.00	*Dollars.*	*Dolls.*	*P. ct.* .....
Total still wines.....	.....	.....	3,751,071.90	2,178,517.59	4,696.05	.....	3,718,383.34	2,112,710.89	4,157.88	.....	a56.84
Total malt liquors, spirits distilled, and wines of all kinds..	.....	.....	9,785,788.35	7,194,147.44	13,096.45	.....	10,190,946.40	7,402,242.82	12,682.15	.....	a72.68
Lubricant, patent	20 per cent.....	.....	1,000.00	200.00	.....	.....	.....	.....	.....	.....	.....
Malt, barley .....bushels.	20 cts. per bushel..	323.091	237,843.00	64,618.20	.....	209,967.25	153,359.00	41,993.45	.....	.730	27.38
Marble and stone, and manufactures of:											
Marble—											
In blocks, rough, or squared, of all kinds .....cubic feet.	65 cts. per cub. foot	353,341.50	410,843.37	229,671.97	102.54	339,367.49	415,615.00	220,588.89	74.56	1.225	53.08
Veined marble, sawed, dressed, or otherwise, including marble slabs and paving tiles..cub. ft	$1.10 per cub. foot.	41,976.73	81,497.02	46,174.40	96.11	51,911.45	109,866.60	57,102.60	137.39	2.116	51.97
All manufactures of, not specially enumerated or provided for	50 per cent.....	.....	34,546.31	17,273.16	16.00	.....	48,883.82	24,441.90	100.60	.....	50.00
Total marble.....	.....	.....	526,886.70	293,119.53	214.65	.....	574,365.42	302,133.39	312.55	.....	52.60
Stone—											
Slate—											
Roofing slate.....	25 per cent.....	.....	4,365.95	1,091.48	.....	.....	529.25	132.32	.....	.....	25.00

Slates, slate-pencils, slate chimney pieces, mantels, slabs for tables, and all other manufactures of slate.	30 per cent		60,512.33	18,153.70			46,188.00	13,856.40			30.00
Stones, freestone, granite, sandstone, and all building or ornamental stone, except marble, not specially enumerated or provided for—											
Hewn, dressed, or polished	20 per cent		171,840.60	34,368.12	18.40		220,585.34	44,117.06			20.00
Unmanufactured or undressed ... tons	$1 per ton	13,084.15	65,459.50	13,084.15		13,513.18	63,689.61	13,513.18		4,713	21.22
Ballast	10 per cent		3,758.70	375.87			2,010.60	201.06			10.00
Buhr-stones, manufactured or bound up into millstones	20 per cent		675.80	135.16			557.00	111.40			20.00
Grindstones, finished or unfinished ... tons	$1.75 per ton	3,704.02	45,713.50	6,482.02		3,159.75	37,548.75	5,529.54		11.883	14.73
Sand	10 per cent		16,486.00	1,648.60			12,904.00	1,290.40			10.00
Touchstone	20 per cent		9.00	1.80							
Manufactures of, not elsewhere specified	20 per cent		2,486.39	497.27	.50		2,603.67	520.73			20.00
Total stone			371,307.77	75,838.17	18.90		386,616.22	79,272.09			20.50
Total marble and stone, and manufactures of			898,194.47	368,957.70	233.55		960,981.64	381,405.48	312.55		39.69
Matches, friction or lucifer, of all descriptions	35 per cent		34,187.25	11,965.54	142.45		25,458.41	8,910.44	267.41		35.00
Matting and mats for floors, exclusively of vegetable substances	20 per cent		462,627.08	92,525.41	6.60		885,968.75	177,193.75	1.00		20.00
Metals, metal compositions, and manufactures of, not elsewhere specified—											
Argentine, albata, or German silver, unmanufactured ... pounds	25 per cent	17,592	2,304.00	576.00		1,750	292.00	73.00		.167	25.00
Britannia ware	35 per cent		9,307.99	3,257.79			10,871.80	3,805.13			35.00
Bronze powder	15 per cent		444,928.00	66,739.20	3.50		472,842.00	70,926.30			15.00
Bronze or Dutch metal, in leaf	10 per cent		110,187.30	11,018.73			135,372.00	13,537.20			10.00
Bronze metal, manufactures of, not elsewhere specified	45 per cent		203,365.04	91,514.28	21.66		240,635.14	108,285.80	46.20		45.00
Japanned ware of all kinds, not specially enumerated or provided for	40 per cent		13,329.00	5,331.60			12,123.10	4,849.24			40.00
Metals, unwrought, not specially enumerated or provided for	20 per cent		18,010.99	3,602.19	15.00		22,287.00	4,457.40	58.40		20.00

a See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Metals, metal compositions, and manufactures of, etc.—Continued.											
Nickel, nickel oxide, alloy of any kind in which nickel is the element of chief value ..... pounds.	15 cts. per pound..	159,760	*Dollars.* 88,677.00	*Dollars.* 23,964.00	*Dollars.*	390,586	*Dollars.* 190,652.00	*Dollars.* 58,587.90	*Dollars.*	*Dolls.* .488	*P. ct.* 30.73
Nickel, manufactures of, not specially enumerated or provided for	45 per cent.....	.....	326.73	147.02	.....	.....	619.00	278.55	.....	.....	45.00
Pen-holder tips and pen-holders, or parts thereof	30 per cent.....	.....	11,594.85	3,478.45	23.97	.....	19,365.00	5,809.50	.....	.....	30.00
Pens, metallic ..... gross.	12 cts. per gross ..	440,504	121,105.00	52,860.48	12.60	517,443.66	144,082.19	62,093.24	67.40	.278	43.10
Pewter, manufactures of, not specially enumerated or provided for.	45 per cent.....	.....	629.00	283.05	.....	.....	803.00	361.35	.....	.....	45.00
Pins, solid head or other	30 per cent.....	.....	83,680.00	25,104.00	.....	.....	73,193.40	21,958.02	.....	.....	30.00
Plated and gilt articles, and wares of all kinds	35 per cent.....	.....	102,859.35	36,000.77	.....	.....	174,844.00	61,195.40	23.50	.....	35.00
Platinum, manufactures of, not specially enumerated or provided for.	45 per cent.....	.....	25.00	11.25	.....	.....	60.90	27.41	.....	.....	45.00
Quicksilver ..... pounds.	10 per cent.....	402.140	142,325.00	14,232.50	.....	693,547	290,380.00	29,038.00	.....	.419	10.00
Stereotype plates.....	25 per cent.....	.....	26,597.97	6,649.49	.....	.....	34,385.54	8,596.39	.....	.....	25.00
Type metal.....	20 per cent.....	.....	18,733.00	3,746.60	.....	.....	60,328.00	12,065.60	.....	.....	20.00
Type, new	25 per cent.....	.....	4,127.00	1,031.75	24.76	.....	3,728.00	932.00	.....	.....	25.00
Manufactures of all other metals, not specially enumerated or provided for	45 per cent.....	.....	938,527.27	422,337.27	576.31	.....	1,102,018.44	495,908.28	567.56	.....	45.00
Total metals, metal compositions, etc	.....	.....	2,340,639.49	771,886.42	677.80	.....	2,988,882.51	962,785.71	763.06	.....	32.21
Mineral substances, not elsewhere specified:											
Asbestos, manufactured.....	25 per cent.....	.....	695.00	173.75	.....	.....	1,078.00	269.50	.....	.....	25.00
Minerals, non-dutiable, advanced in value or condition by refining or											

grinding, or by other process of manufacture, not specially enumerated or provided for	10 per cent		74,408.55	7,440.85	62.80		142,872.32	14,287.22			10.00
Mineral substances in a crude state, not specially enumerated or provided for	20 per cent		34,069.70	6,813.94			47,290.52	9,458.11			20.00
Plumbago, manufactures of, not elsewhere specified	20 per cent		10.00	2.00			55.00	11.00			20.00
Total mineral substances			109,183.25	14,430.54	62.80		191,295.84	24,025.83			12.55
Musical instruments of all kinds	25 per cent		1,432,375.56	358,093.87	1,347.40		1,613,883.78	403,470.95	157.70		25.00
Oils, not elsewhere specified:											
Animal—											
Cod liver ... gallons	25 per cent	115,454	67,652.00	16,913.00		130,295.85	69,326.00	17,331.50	39.90	.532	25.00
Neat's foot ... do	25 per cent	7	219.00	54.75		11	187.00	46.75		17.000	25.00
Seal ... do	25 per cent	2,561	943.37	235.84		4,728	2,586.10	646.53		.547	25.00
Whale and fish, not elsewhere specified ... gallons	25 per cent	65,584	20,216.00	5,054.00		52,553	13,927.00	3,481.75		.265	25.00
All other animal oils and combinations of ... gallons	25 per cent	8,838	1,693.00	423.25		8,022	1,535.05	383.76		.191	25.00
Total animal oils			90,723.37	22,680.84			87,561.15	21,890.29	39.90		25.00
Mineral—											
Naphtha, benzine, benzole, dead oil, and similar products of coal-tar ... gallons	20 per cent	381,423	15,932.00	3,186.40	67.80	299,808	11,565.35	2,313.07		.039	20.00
Petroleum, crude ... do	10 per cent	4,400	99.00	9.90							
Total mineral oils			16,031.00	3,196.30	67.80		11,565.35	2,313.07			20.00
Vegetable—											
Fixed or expressed—											
Castor ... gallons	80 cts. per gallon	13,643.96	5,766.61	10,915.17	17.70	1,507	619.00	1,205.60		.411	194.77
Do.*a* ... do	Duty remitted under sec. 3433, R. S.	2,189	891.00			1,172	374.00			.319	Free.
Cotton-seed ... do	25 cts. per gallon					15	6.00	3.75		.400	62.50
Croton ... pounds	50 cts. per pound	93	89.00	46.50		22.50	18.00	11.25		.800	62.50
Flaxseed or linseed ... gallons	25 cts. per gallon	1,885.75	1,155.50	471.44		5,277.15	2,407.78	1,319.30		.456	54.79
Hemp-seed and rape-seed, ... gallons	10 cts. per gallon	70,732	29,134.00	7,073.20		141,762	52,366.00	14,176.20		.369	27.07
Nut (Chinese) ... do	25 per cent	552,781	280,849.73	70,212.43	104.80	283,773	83,857.00	20,964.25		.296	25.00
Olive ... do	25 per cent	540,539	557,350.54	139,337.64	347.61	726,473	654,592.39	163,648.11	779.24	.901	25.00
Do. *b* ... do	Duty remitted under sec. 16, act June 26, 1884.	207	221.00			180	227.00			1.261	Free.
Salad, other than olive ... do	25 per cent	302	496.61	124.16							

a For transfer to manufacturing warehouses.

b Withdrawn from warehouse as supplies for vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Oils, not elsewhere specified—Continued.											
Vegetable—Continued.											
Fixed or expressed—Continued.											
All other fixed or expressed oils, and combinations of ..... gallons.	25 per cent.....	16,018	*Dollars.* 7,265.91	*Dollars.* 1,816.49	*Dollars.* 20.00	83,149	*Dollars.* 40,081.31	*Dollars.* 10,020.33	*Dollars.*	*Dolls.* .482	*P. ct* 25.00
Total fixed or expressed oils.....	.....	.....	883,219.90	229,997.03	490.11	.....	834,548.48	211,348.79	779.24	.....	a25.34
Volatile or essential—											
Bay leaves, or bay-rum essence or oil .....pounds.	$2.50 per pound ...	120	620.00	300.00	.....	184	780.00	460.00	.....	4.239	58.97
Do. *b*.....do..	Duty remitted under sec. 3433, R. S.	20	94.00	.....	.....	.....	.....	.....	.....	.....	.....
Cognac or œnanthic ether...ozs.	$4 per ounce	1.63	1.00	6.52	.....	16	12.00	64.00	.....	.750	533.33
Do. *b*.....do..	Duty remitted under sec. 3433, R. S.	160	125.00	.....	.....	.....	.....	.....	.....	.....	.....
Fruit ethers, oils, or essences, ...pounds..	$2.50 per pound ...	108.69	214.00	271.72	.....	334	364.00	835.00	.....	1.090	229.40
Fusel oil, or amylic alcohol..do..	10 per cent.....	218	191.00	19.10	.....	1,841	447.00	44.70	.....	.243	10.00
Rum oil, or essence of....ounces.	50 cents per ounce.	34	1.00	17.00	.....	8	1.00	4.00	.....	.125	400.00
All other essential oils, and combinations of .....pounds.	25 per cent.....	93,422	88,619.64	22,154.90	44.20	156,503	131,867.00	32,966.75	10.00	.843	25.00
Do. *b*	Duty remitted under sec. 3433, R. S.	.....	140.00	.....	.....	.....	.....	.....	.....	.....	.....
Total volatile or essential oils.....	.....	.....	90,005.64	22,769.24	44.20	.....	133,471.00	34,374.45	10.00	.....	25.75
Total oils	.....	.....	1,079,979.91	278,643.41	602.11	.....	1,067,145.98	269,926.60	829.14	.....	a25.31
Oil-cake (substitute for India-rubber) ..	20 per cent.....	.....	7,580.00	1,516.00	.....	.....	9,847.00	1,969.40	.....	.....	20.00

Paints and colors:											
Baryta, sulphate of, or barytes—											
Manufactured .....pounds.	¼ ct. per pound....	4,019,280	19,742.00	10,048.21	.....	2,442,563	17 153.00	8,606.44	.....	.005	50.17
Unmanufactured .....do..	10 per cent.....	5,300,269	8,883.00	888.30	.....	11,813,810	12,649.00	1,264.90	.....	.001	10.00
Black—											
Bone-black, ivory-black, and bone-char	25 per cent.....	.....	61,528.00	15,382.00	.....	.....	33,271.00	8,317.75	.....	.....	25.00
Frankfort	20 per cent.....	.....	8,057.00	1,611.40	.....	.....	8,274.00	1,654.80	.....	.....	20.00
Lampblack.....	25 per cent.....	.....	3,641.00	910.25	.....	.....	1,624.00	406.00	.....	.....	25.00
Barytes, artificial sulphate of, or blanc-fixe, or satin white..pounds.	....do	53,617	1,052.00	263.00	.....	71,808	1,621.00	405.25	.....	.023	25.00
Blue—											
Berlin, Chinese, fig, and wash...	20 per cent.....	.....	53,311.91	10,662.38	46.40	.....	64,518.90	12,903.78	.....	.....	20.00
Prussian	25 per cent.....	.....	1,617.00	404.25	.....	.....	4.634.00	1,158.50	.....	.....	25.00
Ultramarine .....pounds.	5 cts. per pound...	1,060,547.50	98,613.41	53,027.38	73.30	647,382	62.535.00	32,369.10	2.64	.097	51.76
Brown—											
Spanish, Indian red, and colcothar, or oxide of iron	25 per cent.....	.....	54,466.00	13,616.50	.....	.....	62,116.00	15,529.00	.....	.....	25.00
Vandyke, Cassel earth, or Cassel brown.....	....do	.....	1,434.00	358.50	.....	.....	1,333.00	333.25	.....	.....	25.00
Crayons, wax crayons, and pastel crayons	20 per cent.....	.....	12,426.00	2,485.20	.....	.....	12,209.00	2,441.80	.....	.....	20.00
Lead—											
Litharge .....pounds.	3 cts. per pound ..	23,770	794.00	713.10	.....	47,783	1,716.00	1,433.49	.....	.036	83.54
Orange mineral .....do..	....do	1,412,151	59,642.00	42,364.53	.....	1,621,803	69,513.00	48,654.09	.....	.043	70.00
Red .....do..	....do	466,855	17,239.00	14,005.65	.....	435,336	16,971.00	13,060.08	6.40	.039	76.96
White, dry or in pulp, and ground or mixed in oil .....pounds.	....do	755,193	54,243.06	22,655.79	.....	747,933.21	55,834.00	22,438.00	.....	.075	40.19
Ocher and ochery earths—											
Dry .....do..	½ ct. per pound ...	5,413,086	58,980.00	27,065.43	.....	5,435,725	54,239.00	27,178.65	37.90	.010	50.11
Ground in oil .....do..	1½ cts. per pound .	127,757	4,742.00	1,916.37	.....	47,258	6,653.00	708.90	.....	.141	10.65
Oil and moist colors in collapsible tubes.....	25 per cent.....	.....	95,828.00	23,957.00	.....	.....	71,481.00	17,870.25	.....	.....	25.00
Red—											
Venetian	....do	.....	91,488.00	22,872.00	.....	.....	104,742.24	26,185.56	.....	.....	25.00
Vermilion, quicksilver	....do	.....	10,767.28	2,691.80	.....	.....	10,141.00	2,535.25	.....	.....	25.00
Sienna and sienna earths—											
Dry .....pounds.	½ ct. per pound ...	962,366	17,968.00	4,811.83	.....	934,482	20,271.00	4,672.42	.....	.022	23.05
Ground in oil .....do..	1½ cts. per pound..	8,459	421.00	126.89	.....	6,346.25	670.00	95.20	.....	.105	14.21
Smalts and frostings	25 per cent.....	.....	1,032.00	258.00	.....	.....	176.00	44.00	.....	.....	25.00
Do	20 per cent.....	.....	5,041.00	1,008.20	.....	.....	5,713.00	1,142.60	.....	.....	20.00
Umber and umber earths—											
Dry .....pounds.	½ ct. per pound....	1,094,593	8,656.00	5,472.92	.....	1,521,114	12,033.00	7,605.59	.....	.008	63.20
Ground in oil .....do..	1½ cts. per pound..	200	12.00	3.00	.....	16,769	1,090.00	251.54	.....	.065	23.07
Water colors, in cakes or in moist pans.	25 per cent.....	.....	29,983.00	7,495.75	.....	.....	27,156.00	6,789.00	.....	.....	25.00
Whiting and Paris white, dry, ...pounds.	½ ct. per pound....	899,038	5,029.29	4,495.19	35.80	1,248,142	4,657.18	6,240.74	83.30	.004	134.01
Zinc, oxide of—											
Dry .....do..	1¼ cts. per pound..	2,670,019	104,752.39	33,375.24	.....	2,763,642	106,736.00	34,545.54	.....	.039	32.37
Ground in oil .....do..	1¾ cts. per pound..	106,042	5,589.00	1,855.75	.....	82,486	4,084.00	1,443.51	.....	.046	35.34

a See note on page 615. *b* For transfer to manufacturing warehouse. *c* Withdrawn from warehouse as supplies for vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886. Quantities.	1886. Values.	1886. Duties.	1886. Additional and discriminating duty.	1887. Quantities.	1887. Values.	1887. Duties.	1887. Additional and discriminating duty.	1887. Average— Value per unit of quantity.	1887. Average— Ad valorem rate of duty.
DUTIABLE.											
Paints and colors—Continued.											
All other colors and paints, including lakes, whether dry or mixed, or ground with water or oil, not specially enumerated or provided for	25 per cent		*Dollars.* 372,643.38	*Dollars.* 93,160.85	*Dollars.* 236.80		*Dollars.* 364,991.94	*Dollars.* 91,248.00	*Dollars.* 196.88	*Dolls.*	*P. ct.* 25.00
Do*a*	Duty remitted under sec. 16, act of June 26, 1884.		602.00								
Total paints and colors			1,270,223.72	419,962.66	392.30		1,220,806.26	399,532.98	327.12		32.73
Palm-leaf, baskets and all other articles composed of, not specially enumerated or provided for	30 per cent		110.47	33.13			6,570.54	1,971.16	3.00		30.00
Paper, and manufactures of:											
Paper—											
Antiquarian, demy, drawing, elephant, foolscap, imperial, letter, note, and all other paper not specially enumerated or provided for	25 per cent		898,480.45	224,620.09	32.23		968,865.48	242,216.37	4.20		25.00
Hangings, and paper for screens or fire-boards	do		159,955.20	39,988.80			135,904.75	33,976.19	2.40		25.00
Printing paper, unsized, used for books and newspapers exclusively ... pounds	15 per cent	136,282	15,116.00	2,267.40		108,878	12,000.00	1,800.00		.110	15.00
Sized or glued, suitable only for printing paper ... pounds	20 per cent	341,958	32,706.67	6,541.33		233,584	20,125.00	4,025.00		.086	20.00
Sheathing	10 per cent		1,659.41	165.94			1,507.25	150.72			10.00
Manufactures of—											
Blank books, bound or unbound, and blank books for press-copying	20 per cent		19,444.84	3,888.98			26,187.00	5,237.40			20.00

Boxes	35 per cent		26,515.88	9,280.56			18,640.01	6,524.00	3.40		35.00
Cards, playing	100 per cent		3,043.08	3,043.08			4,040.30	4,040.30			100.00
Envelopes	25 per cent		5,727.00	1,431.75			6,533.00	1,633.25			25.00
Papier-maché, manufactures, articles, and wares of	30 per cent		35,111.37	10,533.41			41,972.04	12,591.61	7.30		30.00
Other manufactures of paper, or of which paper is a component material, not specially enumerated or provided for	15 per cent		604,722.92	90,708.43	316.40		749,489.53	112,423.43	2.60		15.00
Total paper, and manufactures of			1,802,482.82	392,469.77	348.63		1,985,264.36	424,618.27	19.90		21.39
Paper pulp, dried, for paper makers' use ... pounds	10 per cent	23,840,841	280,056.41	28,005.64		49,720,749	497,273.45	49,727.34	166.60	.011	10.00
Paper pulp, prepared	20 per cent						178.00	35.60			20.00
Patent size	do		14,730.00	2,946.00			4,075.00	815.00			20.00
Pencils:											
Pencil-leads, not in wood	10 per cent		24,262.00	2,426.20			28,784.00	2,878.40			10.00
Wood, filled with lead or other material, and pencils of lead ... gross	50 cts. per gross and 30 per cent.	56,219.64	104,991.60	59,607.31		50,314.99	96,064.70	53,982.91		1.910	56.18
Philosophical apparatus and instruments	35 per cent		23,523.00	8,233.05			11,342.00	3,969.70			35.00
Photographs	25 per cent		28,556.64	7,139.18	4.80		35,424.07	8,856.03	66.00		25.00
Do	20 per cent		8.00	1.60			25.00	5.00			20.00
Plaster of Paris, ground or calcined ... tons	do	5,911.41	37,641.95	7,528.39		4,814.23	33,736.50	6,747.30		7.008	20.00
Polishing and finishing powders of every description	do		44,777.00	8,955.40	5.00		28,454.99	5,691.00	.20		20.00
Provisions, comprising meat and dairy products:											
Meat products—											
Bacon and hams ... pounds	2 cts. per pound	152,875	27,009.55	3,057.50		191,377.50	32,536.80	3,827.55		.170	11.76
Beef ... do	1 ct. per pound	315,936	25,256.43	3,159.36		394,650	24,946.40	3,946.50		.063	15.82
Lard ... do	2 cts. per pound	489	52.75	9.78		782	82.70	15.64		.106	18.91
Meat, extract of	20 per cent		248,410.73	49,682.15	25.58		208,549.00	41,709.80	54.58		20.00
Meats, game, and poultry, not elsewhere specified, dressed or undressed, but not otherwise prepared	10 per cent		119,507.99	11,950.80	10.00		109,834.08	10,983.44			10.00
Meats, prepared, of all kinds, not specially enumerated or provided for	25 per cent		62,513.49	15,628.36	1.40		63,283.48	15,820.88	2.90		25.00
Do *a*	Duty remitted under sec. 16, act of June 26, 1884.		150.00								
Pork ... pounds	1 ct. per pound	37,529	2,367.11	375.29		28,831	1,590.53	288.31		.055	18.12
Tallow ... do	do	16,844	887.50	168.44	1.70	22,494	855.72	224.94		.038	26.29
Dairy products—											
Butter, and substitutes therefor ... pounds	4 cts. per pound	178,534.75	28,357.70	7,141.39		236,025	38,101.76	9,441.00		.161	24.78
Cheese ... do	do	6,282,077	852,785.08	251,283.08		6,558,464.75	870,328.17	262,338.59	3.30	.133	30.14

a Withdrawn from warehouse as supplies for vessels.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION**, *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity	Average— Ad valorem rate of duty.
DUTIABLE.											
Provisions, comprising meat and dairy products—Continued.											
Dairy products—Continued.			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Milk, preserved or condensed	20 per cent		669,185.00	133,837.00			402,127.00	80,425.40	7.20		20.00
Milk, fresh	10 per cent		2,097.20	209.72			4,201.81	420.17			10.00
Eggs, yolk of	20 per cent		12,334.00	2,466.80			2,726.00	545.20			20.00
Total provisions			2,050,914.53	478,969.67	38.68		1,759,163.45	429,987.42	67.98		24.44
Plum pudding	20 per cent		539.00	107.80			99.00	19.80			20.00
Prune wine ....gallons	....do	33,641	24,726.00	4,945.20		15,914	17,060.00	3,412.00		1.072	20.00
Do *a* ....do	Duty remitted under sec. 3433, R.S.	90	81.00								
Putty, or whiting and Paris white ground in oil ....pounds	1 ct. per pound	763	100.00	7.63		1,444	118.00	14.44		.082	12.24
Rags, not specially enumerated or provided for ....pounds	10 per cent	1,047	415.00	41.50		2,280	1,558.00	155.80		.683	10.00
Rag figures	20 per cent		198.42	39.69							
Repairs on vessels	50 per cent		4,287.84	2,143.91			3,614.50	1,807.25			50.00
Resin (rosin)	20 per cent		685.00	137.00			132.64	26.52			20 00
Resin for violins	10 per cent						220.00	22.00			10.00
Rice, not elsewhere specified:											
Cleaned ....pounds	2¼ cts. per pound	43,445,483	869,243.93	977,523.37	118.57	33,731,463	671,461.73	758,957.95	76.24	.020	113.03
Do *b* ....do	Duty remitted under sec. 16, act of June 26, 1884.	52,440	1,019.00			60,750	1,073.37			.017	Free.
Uncleaned ....do	1½ cts. per pound	5,294,005	110,722.50	79,410.10		4,000,642	83,909.00	60,009.64	1,082.40	.021	71.52
Paddy ....do	1¼ cts. per pound	144,330	3,536.00	1,804.13		2,152	20.00	26.90		.010	134.50
Granulated, or rice meal ....do	20 per cent	36,767,183	627,003.28	125,400.64		48,526,783	762,302.00	152,460.40		.016	20.00
Total rice ....do		85,703,441	1,611,524.71	1,184,138.24	118.57	86,321,790	1,518,766.10	971,454.89	1,158.64		*c*64.01

Saddlery coach, and harness hardware, silver-plated, brass, brass-plated, or covered, common, tinned, burnished, or japanned, and coach and harness furniture of all kinds, not specially enumerated or provided for	35 per cent	.....	141,516.43	49,530.76	18.30	.....	184,258.83	64,490.58	48.40	.....	35.00
Salt:											
In bags, sacks, barrels, or other packages ... pounds	12 cts. per 100 lbs	322,227,674	982,350.50	386,673.16	.....	327,379,530	999,504.78	392,855.44	20.00	.003	39.30
In bulk ... do	8 cts. per 100 lbs	399,563,989	384,147.67	319,651.18	25.45	355,012,544	356,442.18	284,010.06	96.42	.001	79.68
Used in curing fish	Duty remitted under sec. 3022, R.S.	129,641,792	126,899.00	.....	.....	104,642,806	99,438.22	.....	.....	.001	Free.
Total salt		.....	1,493,397.17	706,324.34	25.45	.....	1,455,385.18	676,865.50	116.42	.....	c49.92
Seeds, not elsewhere specified:											
Bulbs and bulbous roots, not medicinal, not specially enumerated or provided for	20 per cent	.....	126,569.03	25,313.81	114.60	.....	160,982.47	32,196.49	48.60	.....	20.00
Castor beans or seeds ... bushels	50 cts. per bushel	224,379.42	221,968.00	112,189.71	.....	33,648.75	30,204.00	16,824.38	.....	.898	55.70
Garden seeds, except of the sugar beet	20 per cent	.....	212,909.96	42,582.00	30.00	.....	149,876.07	29,975.21	.....	.....	20.00
Hemp-seed ... pounds	¼ ct. per pound	2,453,149	50,752.41	6,132.88	.....	3,040,473	50,447.00	7,601.19	.....	.017	15.07
Linseed or flaxseed ... bushels	20 cts. per bushel	1,071,908.40	1,146,070.00	214,381.68	.....	415,304.05	418,031.30	83,060.81	.....	1.007	19.87
Rape-seed and other oil seed of like character ... pounds	¼ ct. per pound	1,663,110	47,029.00	4,157.79	.....	1,111,839	37,040.00	2,779.60	.....	.033	7.50
Total seeds		.....	1,805,298.40	404,757.87	144.60	.....	846,580.84	172,437.68	48.60	.....	20.36
Silk, manufactures of:											
Silk, not raw—											
Floss, in the gum ... pounds	30 per cent	419	1,237.00	371.10	.....	171	477.00	143.10	.....	2.789	30.00
Partially manufactured from cocoons, or from waste silk, and not further advanced or manufactured than carded or combed silk ... pounds	50 cts. per pound	207	540.00	103.50	.....	3,461	9,071.00	1,730.50	.....	2.621	19.08
Sewing silk ... do	30 per cent	465	2,398.00	719.40	.....	143.50	703.00	210.90	26.60	4.899	30.00
Spun silk, silk threads or yarns, of every description, purified or dyed ... pounds	... do	178,383	442,310.00	132,693.00	.....	172,617.20	441,299.98	132,389.99	.....	2.557	30.00
Thrown silk, in gum, not more advanced than singles, trams, or organzine ... pounds	... do	420	2,091.00	627.30	.....	1,061	2,437.00	731.10	.....	2.296	30.00
Twist ... do	... do	10[illegible]	285.82	85.74	.....	28	246.00	73.80	.....	8.786	30.00

a For transfer to manufacturing warehouses. b Withdrawn from warehouse as supplies for vessels, c See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Silk, manufactures of—Continued.											
Goods made of silk, or of which silk is the component material of chief value, not specially enumerated or provided for—			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Braids, fringes, and galloons	50 per cent		713,788.00	356,894.00	20.00		431,881.00	215,940.50	277.30		50.00
Buttons and ornaments	do		55,583.00	27,791.50			30,574.00	15,287.00			50.00
Dress and piece goods	do		14,414,022.06	7,207,011.03	29,513.80		13,961,886.10	6,980,943.05	51,071.05		50.00
Handkerchiefs	do		295,173.33	147,586.67	300.20		615,877.00	307,938.50	424.20		50.00
Hats, caps, and bonnets	do		911.65	455.82			307.78	153,89			50.00
Hosiery	do		949,058.66	474,529.33	86.10		969,617.95	484,808.98	370.60		50.00
Laces	do		2,007,619.43	1,003,809.72	999.65		2,383,205.00	1,191,602.50	256.85		50.00
Pongees	do		69,821.75	34,910.87			40,984.00	20,492.00			50.00
Ready-made clothing	do		561,506.00	280,753.00	236.90		634,099.79	317,049.91	595.40		50.00
Ribbons	do		1,381,458.00	690,729.00	495.40		1,970,953.67	985,476.83	744.00		50.00
Shawls	do		13,752.00	6,876.00			14,826.00	7,413.00			50.00
Velvets	do		4,171,556.00	2,085,778.00	2,855.70		6,343,086.33	3,171,543.15	5,186.90		50.00
All other, not specially enumerated or provided for	do		2,972,743.24	1,486,371.63	12,478.05		3,412,743.98	1,706,372.00	12,901.70		50.00
Total silk, manufactures of			28,055,854.94	13,938,096.61	46,985.80		31,264,276.58	15,540,300.70	71,854.60		49.71
Size, vegetable	20 per cent		855.00	171.00			2,837.00	567.40			20.00
Soap:											
Castile ... pounds	do	3,825,964	223,270.45	44,654.08		3,654,321	209,469.39	41,893.87	22.80	.057	20.00
Do ... do	Duty remitted; for use of the United States.					12,702	703.00			.055	Free.
Fancy, perfumed, and all descriptions of toilet ... pounds	15 cts. per pound	430,196.30	177,119.00	64,529.43		463,525.41	197,512.50	69,528.84		.426	35.20
Hard and soft, not especially enumerated or provided for	20 per cent		35,484.09	7,096.82	.90		28,539.07	5,707.81	4.10		20.00
Total soap			435,873.54	116,280.33	.90		436,223.96	117,130.52	26.90		a26.89

Spices, ground:											
Mustard, ground or preserved, in bottles or otherwise.....pounds.	10 cts. per pound..	637,555.50	162,936.77	63,755.55	.60	650,215.50	167,810.73	65,021.55	.....	.258	38.75
All other, ground or powdered, not specially enumerated or provided for.....pounds.	5 cts. per pound...	47,317.50	5,431.29	2,365.88	.....	24,991.30	2,492.97	1,249.57	.....	.100	50.12
Sponges.....	20 per cent.....	.....	296,962.85	59,392.57	375.90	.....	302,509.57	60,501.91	478.22	.....	20.00
Starch:											
Corn or potato.....pounds.	2 cts. per pound...	414,121	8,850.80	8,282.42	.....	311,856	6,597.42	6,237.12	.....	.021	94.54
Rice, and all other.....do..	2½ cts. per pound..	14,993.50	773.00	374.84	.....	300,622.50	7,676.50	7,515.60	.....	.025	97.90
Residuum of corn starch.....	10 per cent.....	.....	1,442.00	144.20	.....	.....	2,761.00	276.10	.....	.....	10.00
Total starch.....	.....	.....	11,065.80	8,801.46	.....	.....	17,034.92	14,028.82	.....	.....	82.35
Stearine.....	20 per cent.....	.....	32.00	6.40	.....	.....	144.00	28.80	.....	.....	20.00
Straws for juleps, etc.....	....do.....	.....	2,025.00	405.00	.....	.....	2,832.00	566.40	.....	.....	20.00
Straw, baskets and all other articles composed of, not specially enumerated or provided for.....	30 per cent.....	.....	49,055.06	14,716.52	12.60	.....	35,184.57	10,555.37	25.80	....	30.00
Do.....	Duty remitted under sec. 3433, R. S.	.....	.....	.....	.....	.....	114.00	.....	.....	.....	Free.
Strings of cat-gut or any other like material, other than strings for musical instruments.....	25 per cent.....	.....	903.00	225.75	.....	.....	1,076.00	269.00	.....	.....	25.00
Sugar, molasses, sugar-candy, and confectionery:											
Molasses, testing by the polariscope—											
Not above 56 degrees....gallons.	4 cts. per gallon...	37,529,444	5,411,533.74	1,501,177.76	.....	37,417,265	5,336,364.13	1,496,690.60	.....	.140	28.04
Above 56 degrees.....do..	8 cts. per gallon...	2,586.50	642.22	206.92	.....	2,159	365.50	172.72	.....	.169	47.26
Total molasses.....do..	.....	37,532,030.50	5,412,175.96	1,501,384.68	.....	37,419,424	5,336,729.63	1,496,863.32	.....	.143	28.05
Sugar, Dutch standard in color—											
Not above No. 13, tank-bottoms, sirups of cane-juice or beet-juice, melada, concentrated melada, concrete and concentrated molasses, testing by the polariscope—											
Not above 75 degrees pounds.	1.40 cts. per pound	7,713,872	204,122.71	107,994.18	44.00	17,920,047	416,091.00	250,880.61	.....	.023	60.29
Not above 76 degrees....do..	1.44 cts. per pound	1,796,448	47,798.00	25,868.86	.....	5,059,259	131,020.00	72,853.32	.....	.026	55.60
Not above 77 degrees..do..	1.48 cts. per pound	2,367,294	66,833.00	35,035.95	.....	1,251,825	27,135.00	18,527.01	.....	.022	68.28
Not above 78 degrees....do..	1.52 cts. per pound	938,215	24,806.70	14,260.86	.....	8,644,792	216,862.00	131,400.83	.....	.025	60.59
Not above 79 degrees....do..	1.56 cts. per pound	2,520,372	71,815.00	39,317.81	.....	15,126,069	382,446.00	235,966.67	.....	.025	61.70
Not above 80 degrees....do..	1.60 cts. per pound	23,669,722	574,437.41	378,715.54	.....	74,444,274	1,481,186.71	1,191,108.38	.....	.020	80.42
Not above 81 degrees....do..	1.64 cts. per pound	16,982,611	423,777.10	278,514.82	75.30	22,458,585	534,002.80	368,320.78	.....	.024	68.97
Not above 82 degrees....do..	1.68 cts. per pound	36,600,984	876,577.94	614,896.53	.....	34,134,039	792,344.77	573,451.88	.....	.023	72.37
Not above 83 degrees...do..	1.72 cts. per pound	34,960,766	823,277.79	601,325.17	363.50	21,232,102	518,674.40	365,192.14	.....	.024	70.41

a See note on page 615.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Sugar, molasses, etc.—Continued.											
Sugar, Dutch standard in color—Continued.											
Not above No. 13, etc.—Cont'd.			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dolls.*	*Dolls.*	*P. ct.*
Not above 84 degrees.pounds	1.76 cts. per pound	282, 206, 600	6, 901, 428. 29	4, 966, 836. 14	.....	293, 616, 530	5, 824, 375. 72	5, 167, 650. 92	.....	.020	88. 72
Not above 85 degrees....do..	1.80 cts. per pound	136, 069, 182	3, 533, 894. 57	2, 449, 245. 27	68. 00	132, 114, 329	2, 976, 063. 78	2, 378, 057. 89	135. 80	.023	79. 91
Not above 86 degrees....do..	1.84 cts. per pound	72, 690, 139	1, 795, 010. 03	1, 337, 498. 56	.....	40, 123, 191	1, 045, 899. 26	738, 266. 69	.....	.026	70. 59
Not above 87 degrees....do..	1.88 cts. per pound	55, 721, 298	1, 498, 821. 96	1, 047, 560. 41	98. 10	66, 627, 404	1, 709, 857. 13	1, 252, 595. 19	.....	.026	73. 26
Not above 88 degrees....do..	1.92 cts. per pound	72, 247, 643	1, 978, 142. 83	1, 387, 154. 72	.....	58, 515, 435	1, 473, 226. 94	1, 123, 496. 35	.....	.025	76. 26
Not above 89 degrees....do..	1.96 cts. per pound	61, 592, 224	1, 714, 988. 23	1, 207, 207. 56	719. 40	49, 227, 902	1, 317, 350. 85	964, 866. 88	.....	.027	73. 24
Not above 90 degrees....do..	2.00 cts. per pound	845, 118, 879	24, 877, 727. 13	16, 902, 377. 58	.....	525, 903, 782	12, 515, 940. 47	10, 518, 075. 64	.....	.024	84. 03
Not above 91 degrees....do..	2.04 cts. per pound	29, 813, 091	846, 469. 06	608, 187. 06	.....	25, 803, 437	662, 244. 42	526, 390. 11	.....	.026	79. 49
Not above 92 degrees....do..	2.08 cts. per pound	12, 065, 539	359, 404. 90	250, 963. 22	.....	19, 711, 380	529, 298. 00	409, 996. 70	.....	.027	77. 46
Not above 93 degrees....do..	2.12 cts. per pound	22, 483, 789	683, 162. 00	476, 656. 34	.....	13, 513, 934	393, 760. 00	286, 495. 40	.....	.029	72. 76
Not above 94 degrees....do..	2.16 cts. per pound	42, 338, 942	1, 308, 438. 00	914, 521. 11	.....	42, 640, 837	1, 176, 032. 48	921, 042. 10	.....	.028	78. 32
Not above 95 degrees....do..	2.20 cts. per pound	533, 324, 818	15, 904, 443. 00	11, 733, 145. 96	2, 296. 10	1, 112, 543, 601	29, 047, 723. 95	24, 475, 959. 21	456. 90	.026	84. 26
Not above 96 degrees....do..	2.24 cts. per pound	120, 345, 707	3, 786, 969. 37	2, 695, 743. 85	721. 90	108, 341, 553	3, 082, 513. 25	2, 426, 850. 79	265. 00	.028	78. 73
Not above 97 degrees....do..	2.28 cts. per pound	73, 173, 339	2, 282, 897. 74	1, 668, 352. 13	327. 40	77, 274, 745	2, 211, 871. 81	1, 761, 864. 17	.....	.029	79. 65
Not above 98 degrees....do..	2.32 cts. per pound	20, 971, 198	677, 584. 00	486, 531. 79	131. 10	13, 260, 140	368, 631. 00	307, 635. 25	.....	.028	83. 45
Not above 99 degrees....do..	2.36 cts. per pound	1, 043, 510	30, 600. 00	24, 626. 83	.....	1, 235, 193	33, 829. 00	29, 150. 56	.....	.027	86. 17
Not above 100 degrees...do..	2.40 cts. per pound	50	5. 00	1. 20	.....	.....	.....	.....	.....	.....	.....
Above No. 13, and not above No. 16.....pounds.	2¾ cts. per pound..	338, 608	10, 134. 04	9, 311. 75	25. 16	293, 957	9, 295. 00	8, 083. 88	.....	.032	86. 97
Do. *a*.....do..	Duty remitted under sec. 3433, R. S.	21, 434	637. 00	.....	.....	21, 360	883. 00	.....	.....	.041	Free.
Above No. 16, and not above No. 20.....pounds.	3 cts. per pound...	96, 267	3, 488. 58	2, 888. 01	.....	65, 967. 80	2, 213. 00	1, 979. 02	.....	.034	89. 43
Above No. 20.....do..	3½ cts. per pound..	22, 829	1, 461. 03	799. 03	.....	38, 205	1, 593. 57	1, 337. 20	.....	.042	83. 91
Do. *b*.....do..	Duty remitted under sec. 16, act of June 26, 1884.	52, 329	1, 938. 00	.....	.....	15, 771	519. 00	.....	.....	.033	Free.
Total sugar.....do..	.....	2, 509, 287, 699	71, 311, 090, 41	50, 265, 538. 24	4, 869. 96	2, 781, 159, 645. 80	68, 882, 884. 31	56, 507, 495. 57	857. 70	.025	c82. 04

Sugar-candy and confectionery—											
Sugar-candy, not colored . pounds.	5 cts. per pound...	90, 230	8, 661. 88	4, 511. 50	.....	87, 881. 50	7, 410. 80	4, 394. 07	.....	. 084	59. 29
Confectionery valued above 30 cents per pound, or when sold by the box, package, or otherwise than by the pound	50 per cent.....	.....	13, 761. 90	6, 880. 95	.....	.....	13, 796. 26	6, 898. 13	.....	.....	50. 00
Confectionery, all other, not specially enumerated, made wholly or in part of sugar, and sugars after being refined, when tinctured, colored or in any way adulterated, valued at 30 cents per pound or less .....pounds.	10 cts. per pound..	6, 329. 62	771. 21	632. 97	.....	10. 352. 50	1, 458. 20	1, 035. 25	.....	. 141	71. 00
Total sugar-candy, etc...	.....	.....	23, 194. 99	12, 025. 42	.....	.....	22, 665. 26	12, 327. 45	.....	.....	54. 39
Total molasses, sugar, sugar-candy, and confectionery.....	.....	.....	76, 746, 461. 36	51, 778, 948. 34	4, 869. 96	.....	74, 242, 279. 20	58, 016, 686. 34	857. 70	.....	78. 15
Sugar-cane	10 per cent.....	.....	542 33	54. 23	.....	.....	1, 989. 24	198. 93	.....	.....	10. 00
Sugar-drainings.....	20 per cent.....	.....	26, 372. 00	5, 274. 40	.....	.....	16, 178. 00	3, 235. 60	.....	.....	20. 00
Tar and pitch:											
Pitch of coal tar.....barrels.	....do	2, 143	10, 396. 82	2, 079. 36	.....	1, 745	6, 638. 00	1, 327. 60	.....	3. 804	20. 00
Tar of coal, crude.....do..	10 per cent.....	503	1, 511. 20	151, 12	.....	2, 599	8, 495. 00	849. 50	.....	3. 269	10. 00
Tar and pitch of wood.....do..	....do	32	163. 66	16. 37	.....	.....	.....	.....	.....	.....	.....
Teeth, manufactured.....	20 per cent.....	.....	14, 477. 00	2, 895. 40	.....	.....	13, 891. 00	2, 778. 20	.....	.....	20. 00
Tin, manufactures of:											
Cans or packages, made of tin or other material, containing fish admitted free of duty, not exceeding 1 quart in contents.....number.	1½ cts. each	2, 442, 580	(*d*)	36, 638. 71	.....	2, 608, 036	(*d*)	39, 120. 54	35. 24	.....	.....
Foil.....	45 per cent.....	.....	19, 191. 00	8, 635. 95	6. 10	.....	18, 077. 00	8, 134. 65	.....	.....	45. 00
All manufactures of, not specially enumerated or provided for.....	....do	.....	21, 101. 97	9, 495. 88	.....	.....	20, 724. 70	9, 326. 11	.....	.....	45. 00
Do	Duty remitted under sec. 3433, R. S.	.....	.....	.....	.....	.....	27. 00	.....	.....	.....	.....
Total tin, manufactures of.....	.....	.....	40, 292. 97	54, 770. 54	6. 10	.....	38, 828. 70	56, 581. 30	35. 24	.....	c45. 00
Tobacco, and manufactures of:											
Leaf tobacco, of which 85 per cent. is of the requisite size and of the necessary fineness of texture to be suitable for wrappers, and of which more than 100 leaves are required to weigh a pound—											
Not stemmed .....pounds.	75 cts. per pound..	29, 994. 16	25, 318. 00	22, 495. 63	. 11. 96	28, 756	26, 441. 00	21, 567. 00	.....	. 919	81. 57
Stemmed .....do..	$1 per pound.....	15	16. 00	15. 00	.....	.....	.....	.....	.....	.....	.....

a For transfer to manufacturing warehouses. *b* Withdrawn from warehouse as supplies for vessels. *c* See note on page 615.
d The value of the cans is included with the value of their contents under free fish.

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Value.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad-valorem rates of duty.
DUTIABLE.											
Tobacco, and manufactures of—Cont'd.			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Leaf, all other, unmanufactured and not stemmed.....pounds.	35 cts. per pound..	13,950,306.75	6,979,701.00	4,882,607.39	3,107.78	15,238,637.81	7,493,661.79	5,333,523.25	2,889.90	.492	71.17
Leaf, all other, stemmed .....do..	40 cts. per pound..	74,199.75	16,930.08	29,679.90	.....	48,974.41	21,868.50	19,589.77	5.00	.447	89.58
Stems.....do..	15 cts. per pound..	.....	.....	.....	.....	234	31.00	35.10	.....	.132	113.23
Unmanufactured, not specially enumerated or provided for...pounds	30 per cent.....	.....	.....	.....	.....	22	2.00	.60	.....	.091	30.00
Manufactured—											
Cigars and cheroots, of all kinds .....pounds.	$2.50 per pound and 25 per cent.	983,893.36	3,233,793.26	3,268,181.81	766.07	1,095,201.60	3,301,176.90	3,563,298.30	651.36	3.014	107.94
Cigarettes and paper cigars, including wrappers.....pounds.	$2.50 per pound and 25 per cent.	3,410.38	8,141.13	10,561.23	.....	7,398.51	16,835.27	22,705.08	16.80	2.275	134.87
Snuff and snuff flour, manufactured of tobacco, ground, dry, or damp, and pickled, scented or otherwise, of all descriptions.....pounds.	50 cts. per pound..	33,493.13	11,052.00	16,746.57	.....	30,879.31	10,290.00	15,439.66	.....	.333	150.04
All other .....do..	40 cts. per pound..	202,067.29	40,359.53	80,826.92	38.00	378,998.75	84,818.57	151,599.50	75.60	.224	178.73
Total tobacco, and manufactures of.	.....	.....	10,315,311.00	8,311,114.45	3,923.81	.....	10,955,125.03	9,127,758.26	3,638.66	.....	83.32
Toothpicks, quill.....	20 per cent.....	.....	16,684.00	3,336.80	.....	.....	18,583.69	3,716.74	.....	.....	20.00
Turpentine, spirits of.....gallons.	20 cts. per gallon..	64	50.00	12.80	.....	146.50	249.00	29.30	.....	1.700	11.77
Umbrellas, parasols, shades, and parts of:											
Umbrellas, parasols, and shades—											
Covered with silk or alpaca.....	50 per cent.....	.....	37,487.92	18,743.95	.....	.....	54,813.11	27,406.55	.....	.....	50.00
All other umbrellas	40 per cent.....	.....	18,260.00	7,304.00	.....	.....	17,617.00	7,046.80	2.70	.....	40.00
Umbrella and parasol ribs, and stretchers, frames, tips, runners, handles, or other parts thereof, when made in whole or chief part of iron, steel, or other metal	40 per cent.....	.....	32,625.00	13,050.00	11.00	.....	36,397.16	14,558.86	17.96	.....	40.00

Frames and sticks for umbrellas, parasols, and sunshades, finished or unfinished, not specially enumerated or provided for	30 per cent		39,167.00	11,750.10			43,915.00	13,174.50			30.00
Total umbrellas, parasols, etc			127,539.92	50,848.05	11.00		152,742.27	62,186.71	20.66		40.71
Varnishes:											
Spirit varnishes ... gallons	$1.32 per gallon and 40 per cent.	3,418.34	6,813.00	7,237.41		2,595.90	6,196.00	5,905.00		2.387	95.30
All other ... do	40 per cent	33,045.50	95,232.04	38,092.82	4,226.72	24,634	76,184.01	30,473.58	60.76	3.093	40.00
Total varnishes			102,045.04	45,330.23	4,226.72		82,380.01	36,378.58	60.76		44.16
Vegetables:											
Beans and pease, not for seed ... bush	10 per cent	319,744	339,707.97	33,970.82	110.70	478,205.33	492,752.39	49,275.23	1,072.67	1.030	10.00
Pease, split ... do	20 per cent	58,753	51,713.97	10,342.79	78.40	53,076	40,608.40	8,121.73	375.00	.765	20.00
Potatoes ... do	15 cts. per bushel	1,945,028.59	650,292.45	291,754.29		1,430,918.14	542,234.40	214,637.81	8.00	.379	39.58
Pickles and sauces of all kinds, not specially enumerated or provided for	35 per cent		321,709.34	112,598.29	79.23		362,495.95	133,873.59	28.88		35.00
Other, in their natural state or in salt or brine	10 per cent		521,964.06	52,196.40	46.20		519,312.36	51,931.25	802.80		10.00
Prepared or preserved, of all kinds, not specially enumerated or provided for	30 per cent		455,610.25	136,683.08	600.54		298,900.97	89,670.29	457.06		30.00
Total vegetables			2,340,998.04	637,545.67	915.07		2,276,304.47	547,509.90	2,744.41		24.05
Vinegar ... standard gallons	7½ cts. per gallon	95,601	18,549.86	7,170.10	7.81	85,037.83	17,446.65	6,377.94	.39	.205	36.56
Waste, all not specially enumerated or provided for	10 per cent		20,781.50	2,078.15			90,701.55	9,070.16			10.00
Wax, and manufactures of, not elsewhere specified:											
Bees-wax ... pounds	20 per cent	21,811	5,120.40	1,024.08	3.20	9,159.25	1,946.10	389.22		.212	20.00
Sealing-wax ... do			2,071.12	414.22			553.00	110.60			20.00
Manufactures of, not otherwise provided for ... do			1,986.47	397.31			3,197.64	639.52			20.00
Total wax, and manufactures of			9,177.99	1,835.61	3.20		5,696.74	1,139.34			20.00
Whalebone, articles composed of, not specially enumerated or provided for	30 per cent		2,069.00	620.70			1,126.42	337.93			30.00
Wood, and manufactures of:											
Basswood and other fiber, not otherwise provided for	10 per cent						39.00	3.90			10.00
Brush, for crib work ... do			392.00	39.20			300.00	30.00			10.00
Unmanufactured, not specially enumerated or provided for	20 per cent		25,827.15	5,165.43	40.00		13,690.45	2,738.08	13.00		20.00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Wood, and manufactures of—Continued.											
Timber—			*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Used for spars and in building wharves.....cubic feet.	20 per cent.....	6,656	563.50	112.70	.....	4,586	416.00	83.20	.....	.091	20.00
Hewn and sawed .....do....	....do	14,703	1,122.77	224.55	.....	6,800	577.94	115.60	.....	.084	20.00
Squared or sided, not specially enumerated or provided for. cub. feet.	1 ct. per cubic foot.	2,834	535.00	28.34	.....	318	31.00	3.18	.....	.097	10.26
Lumber—											
Boards, planks, deals, and other sawed lumber, of hemlock, whitewood, sycamore and basswood—											
Not planed or finished. M ft.	$1.00 per M feet ..	41,464.27	354,979.42	41,464.27	.....	36,872.67	314,445.33	36,872.67	.....	8.528	11.73
Planed or finished on one side .....M feet.	$1.50 per M feet ..	1,855.43	14,118.00	2,783.15	.....	1,855.32	12,782.00	2,782.99	.....	6.891	21.77
Planed or finished on two sides .....M feet.	$2.00 per M feet ..	549.21	10,464.05	1,098.41	3.45	228.03	3,013.00	456.06	.....	13.213	15.14
Planed on two sides, and tongued and grooved. M ft.	$2.50 per M feet ..	4.83	91.00	12.08	.....	.16	5.00	.40	.....	31.250	8.00
All other articles of sawed lumber, not elsewhere specified—											
Not planed or finished .. M ft.	$2.00 per M feet ..	433,924.47	5,243,736.69	867,848.93	33.12	443,346.16	5,480,506.53	886,692.33	23.52	12.362	16.18
Planed or finished on one side .....M feet.	$2.50 per M feet ..	344.16	3,066.90	860.41	.....	221.62	2,122.96	554.09	.....	9.580	26.10
Planed or finished on two sides .....M feet.	$3.00 per M feet ..	214.48	3,205.92	643.43	.....	185.26	2,466.80	555.75	.....	13.315	22.53
Planed on one side and tongued and grooved. M ft.	$3.00 per M feet ..	589.29	7,305.20	1,767.87	.....	577.80	6,504.01	1,733.41	.....	11.256	26.65
Planed on two sides and tongued and grooved. M ft.	$3.50 per M feet ..	261.63	2,846.00	915.71	.....	287.36	3,474.38	1,005.77	.....	12.089	28.95
Clapboards—											
Pine .....M.	$2.00 per M.....	46.96	1,018.00	93.93	.....	146.95	3,681.00	293.89	.....	25.049	7.98
Spruce.....do.	$1.50 per M.....	3,863.28	58,371.50	5,794.94	.....	4,045.40	55,272.00	6,068.13	.....	13.663	10.98

Hubs for wheels; posts; last, wagon, oar, gun, and heading-blocks, and all like blocks or sticks, rough-hewn or sawed only	20 per cent		60,615.42	12,123.08			46,956.19	9,391.24	126.50		20.00
Laths ... M	15 cts. per M	153,575.95	198,756.40	23,036.40		190,733.19	241,076.66	28,610.00		1.264	11.87
Pickets and palings ... do	20 per cent	5,076.13	61,317.51	12,263.48	71.26	4,860.46	32,907.04	6,581.40	.60	6.770	20.00
Shingles ... do	35 cts. per M	79,100.62	171,523.14	27,685.23	1.87	89,584.17	185,610.98	31,354.53		2.072	16.89
Shooks, sugar-box, and packing-boxes, and packing-box shooks	30 per cent		105,449.30	31,634.81	148.60		115,998.58	34,799.57	67.60		30.00
Staves of all kinds	10 per cent		269,961.00	26,996.10			304,031.00	30,403.10	332.60		10.00
Manufactures, all other—											
Casks and barrels, empty	30 per cent		1,224.25	367.28			1,243.80	373.14	1.20		30.00
Do	Duty remitted under sec. 3433, R. S.						536.00				
Cabinet-ware and house furniture, in piece or rough, and not finished	30 per cent		2,024.28	607.28			10,446.00	3,133.80			30.00
Cabinet-ware and house furniture, finished	35 per cent		306,066.06	107,123.14	312.02		376,787.70	131,875.69	1,300.13		35.00
Cedar-wood, granadilla, ebony, mahogany, rosewood, and satin-wood, manufactures of	35 per cent		689.00	241.15			53.39	18.68			35.00
Osier or willow, prepared for basket-makers' use	25 per cent		15,164.00	3,791.00			18,516.00	4,629.00			25.00
Osier and willow, baskets and all other articles composed of, not specially enumerated or provided for	30 per cent		238,379.77	71,513.94	153.44		312,179.00	93,653.70	6.30		30.00
Rattans and reeds, manufactured, but not made up into completed articles	10 per cent		150,782.31	15,078.23			195,452.00	19,545.20			10.00
All other manufactures of wood, or of which wood is the chief component part, not specially enumerated or provided for	35 per cent		462,808.95	161,983.17	238.16		482,349.32	168,822.29	222.11		35.00
Sawdust	10 per cent		38.00	3.80			33.00	3.30			10.00
Total wood, and manufactures of			7,772,442.49	1,423,301.44	1,001.92		8,223,504.06	1,503,184.09	2,093.56		18.28
Wools, hair of the alpaca, goat, and other like animals, and manufactures of:											
Unmanufactured—											
Class 1, clothing wools: That is to say, merino, mestiza, metz or metis wools, other wools of merino blood, immediate or remote, Down clothing wools, and wools of like character with any of the preceding, including such as have been heretofore usually imported into the											

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad-valorem rate of duty.
DUTIABLE.											
Wools, hair of the alpaca, etc.—Cont'd.											
Unmanufactured—Continued.											
Class 1, etc.—Continued.											
United States from Buenos Ayres, New Zealand, Australia, Cape of Good Hope, Russia, Great Britain, Canada, and elsewhere, and also including all wools not hereinafter described or designated in classes 2 and 3—											
Value 30 cents or less per pound.....pounds.	10 cts. per pound..	22, 317, 623	*Dollars.* 4, 021, 398. 60	*Dollars.* 2, 231, 762. 30	*Dollars.* 128. 26	22, 667, 856. 30	*Dollars.* 4, 127, 025. 97	*Dollars.* 2, 260, 785. 64	*Dollars.* 1, 271. 32	*Dolls.* .182	*P. ct.* 54. 78
Value over 30 cents per pound.....pounds.	12 cts, per pound..	84, 677. 50	41, 701. 00	10, 161. 30	.....	17, 586	5, 875. 00	2, 110. 32	.....	.334	35. 92
Washed wool—											
Value (before washing) 30 cents or less per pound.....pounds.	20 cts. per pound..	804, 520	244, 080. 00	160, 904. 00	.....	383, 275	131, 006. 00	76, 655. 00	.....	.342	58. 51
Value (before washing) over 30 cents per pound.....pounds.	24 cts. per pound..	13, 669	4, 376. 00	3, 280. 56	.....	2. 010	692. 00	482. 40	.....	.344	69. 71
Scoured wool—											
Value (before scouring) 30 cents or less per pound.....pounds.	30 cts. per pound..	91, 937. 10	29, 820. 00	27, 581. 13	.....	184. 985	74, 886. 00	55, 495. 50	.....	.405	74. 11
Value (before scouring) over 30 cents per pound .....pounds.	36 cts. per pound..	9, 332	2, 813. 00	3, 359. 52	.....	22	13. 00	7. 92	.....	.591	60. 92
Total class 1, clothing wools do.	.....	23, 321, 758. 60	4, 344, 188. 60	2. 437, 048. 81	128. 26	23, 195, 734. 30	4, 339, 497. 97	2, 395, 536. 78	1, 271. 32	.187	55. 20

Class 2, combing wools: That is to say, Leicester, cotswold, Lincolnshire, Down combing wools, Canada long wools, or other like combing wools of English blood, and usually known by the terms herein used, and also hair of the alpaca, goat, and other like animals—											
Value 30 cents or less per pound.....pounds.	10 cts. per pound ..	4, 695, 358	1, 036, 001. 40	469, 535. 80	.....	9, 568, 431	2, 213, 331. 00	956, 843. 10	43. 30	. 231	43. 23
Value over 30 cents per pound.....pounds.	12 cts. per pound ..	176, 888	69, 914. 00	21, 226. 56	.....	129, 573	54, 026. 00	15, 548. 76	.....	. 417	28. 78
Scoured wool—											
Value (before scouring) 30 cents or less per pound..... pounds.	30 cts. per pound ..	493	201. 00	147. 90	.....	5, 958	2, 701. 00	1, 787. 40	.....	. 453	66. 18
Total class 2, combing wools.....	.....	4, 872, 739	1, 106, 116. 40	490, 910. 26	.....	9, 703, 962	2, 270, 058. 00	974, 179. 26	43. 30	. 234	42. 91
Class 3, carpet wools, and other similar wools: Such as Donskoi, native South American, Cordova, Valparaiso, native Smyrna, and including all such wools of like character as have been heretofore usually imported into the United States from Turkey, Greece, Egypt, Syria, and elsewhere—											
Value 12 cents or less per pound.....pounds.	2½ cts. per pound ..	71, 550, 877. 70	6, 944, 333. 73	1, 788, 771. 95	269. 69	61, 811, 967. 40	6, 185, 733. 00	1, 545, 299. 26	313. 93	. 100	24. 98
Value over 12 cents per pound ..... pounds.	5 cts. per pound ...	8, 121, 089	1, 393, 414. 24	406, 054. 45	.....	19, 685, 714	3, 554, 823. 00	984, 285. 70	24. 43	. 181	27. 69
Scoured wool—											
Value (before scouring) 12 cents or less per pound.....pounds.	7½ cts. per pound ..	43, 865	6, 087. 00	3, 289. 88	.....	6, 717	1, 206. 00	503. 78	.....	. 179	41. 77
Value (before scouring) over 12 cents per pound.....pounds.	15 cts. per pound ..	220	73. 00	33. 00	.....	79	52. 00	11. 85	.....	. 658	22. 79
Total class 3, carpet, etc., wools .....pounds.	.....	79, 716, 051. 70	8, 343, 907. 97	2, 198, 149. 28	269. 69	81, 504, 477. 40	9, 741, 814. 00	2, 530, 100. 59	338. 36	. 120	25. 97
Total unmanufactured wools, classes 1, 2, and 3 .....pounds.	.....	107,910,549.30	13, 794, 212. 97	5, 126, 108. 35	397. 95	114,404,173.70	16, 351, 369. 97	5, 899, 816. 63	1, 652. 98	. 143	36. 08

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.					
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
DUTIABLE.											
Wools, hair of the alpaca, goat, etc.—Continued.											
Manufactures—											
Balmorals—											
Valued at above 30 and not exceeding 40 cents per pound.....pounds.	12 c. p. lb. & 35 p. c	.....	*Dollars.*	*Dollars.*	*Dollars.*	1,009	*Dollars.* 370.00	*Dollars.* 250.58	*Dollars.*	*Dolls.* .367	*P. ct.* 67.72
Valued at above 40 and not exceeding 60 cents per pound.....pounds.	18 c. p. lb. & 35 p. c.	.....	.....	.....	.....	724	426.00	279.42	.....	.588	65.59
Valued at above 60 and not exceeding 80 cents per pound ..... pounds.	24 c. p. lb. & 35 p. c.	.....	.....	.....	.....	873	632.00	430.72	.....	.724	68.15
Valued at above 80 cents per pound .....pounds.	35 c. p. lb. & 40 p. c.	1,992	3,853.00	2,238.40	.....	1,213	1,611.00	1,068.95	.....	1.328	66.35
Total balmorals.....do..	.....	1,992	3,853.00	2,238.40	.....	3,819	3,039.00	2,029.67	.....	.796	66.79
Belts or felts, endless, for paper or printing machines..pounds.	20 c. p. lb. & 30 p. c.	144,412.25	127,956.00	67,269.25	.....	191,143.75	167,166.00	88,378.55	.....	.875	52.87
Blankets—											
Valued at not exceeding 30 cents per pound ..pounds.	10 c. p. lb. & 35 p. c	5,102	1,328.97	975.35	.....	3,707	830.00	661.19	.....	.224	79 66
Valued at above 30 and not exceeding 40 cents per pound.....pounds.	12 c. p. lb. & 35 p. c.	1,535.25	559.00	379.87	.....	602.50	250.60	160.01	.....	.416	63.85
Valued at above 40 and not exceeding 60 cents per pound.....pounds.	18 c. p. lb. & 35 p. c.	4,779.75	2,570.92	1.760.16	.....	1,010	526.00	365.90	.....	.521	69.56
Valued at above 60 and not exceeding 80 cents per pound.....pounds	24 c. p. lb. & 35 p. c.	1,368	896.00	641.92	.....	700.50	489.30	339.38	.....	.698	69.36

Valued at above 80 cents per pound.....pounds.	35 c. p. lb. & 40 p. c.	872.32	1,202.92	786.45	.....	1,550.07	1,790.62	1,258.81	.....	1.155	70.30
Total blankets .....do..	.....	13,657.32	6,557.81	4,543.75	.....	7,570.07	3,886.52	2,785.29	.....	.513	71.67
Bunting.....sq. yards.	10 cts. per sq. yd. and 35 per cent.	220	52.00	40.20	.....	242.50	53.00	42.80	.....	.219	80.75
Carpets and carpeting of all kinds—											
Aubusson, Axminster, and Chenille carpets, and carpets woven whole for rooms.....sq. yards.	45 cts. per sq. yd. and 30 per cent.	148,034.60	371,861.00	178,173.87	2.03	162,244.80	425,924.46	200,787.53	.....	2.625	47.14
Brussels carpets.....do..	30 cts. per sq. yd. and 30 per cent.	180,950.66	186,859.74	110,343.15	.....	190,118.24	196,464.87	115,975.06	3.60	1.033	59.03
Druggets and bockings, printed, colored, or otherwise.....sq. yards.	15 cts. per sq. yd. and 30 per cent.	5,258	1,905.00	1,360.20	.....	3,962	1,353.00	1,000.20	.....	.341	73.92
Mats, screens, hassocks, and rugs, not exclusively of vegetable material	40 per cent.....	.....	313,627.35	125,450.94	52.38	.....	502,889.37	201,155.76	177.20	.....	40.00
Of wool, flax, or cotton, or parts of either, or other material not specially enumerated or provided for .....sq. yards.	40 per cent.....	57,281.50	47,197.61	18,879.04	.....	35,432.87	35,203.82	14,081.52	.....	.994	40.00
Patent velvet and tapestry velvet carpets, printed on the warp or otherwise .....sq. yards.	25 cts. per sq. yd. and 30 per cent.	11,188.80	108,[illegible]02.36	60,467.92	.....	83,630.13	83,313.38	45,901.52	.....	.996	55.10
Saxony, Wilton, and Tournay velvet carpets.sq. yds.	45 cts. per sq. yd. and 30 per cent.	72,649.16	130,766.57	71,922.11	.....	53,614.54	99,410.58	53,949.70	61.00	1.854	54.27
Tapestry Brussels, printed on the warp or otherwise .....sq. yards.	20 cts. per sq. yd. and 30 per cent.	186,356.72	126,932.13	75,351.00	.....	106,377.88	68,348.04	41,779.98	.....	.643	61.13
Treble ingrain, three-ply, and worsted-chain Venetian carpets.....sq. yards.	12 cts. per sq. yd. and 30 per cent.	2,804	2,205.00	997.98	.....	25,437	19,332.00	8,852.04	.....	.760	45.79
Yarn, Venetian, and two-ply ingrain carpets..sq. yards.	8 cts. per sq. yd. and 30 per cent.	65,042.25	39,084.00	16,928.58	.....	74,262	40,416.00	18,065.76	.....	.544	44.70
Total carpets and carpeting	.....	.....	1,329,340.76	659,874.79	54.41	.....	1,472,655.52	701,549.07	241.80	.....	47.64

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.				Average—	
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Value per unit of quantity.	Ad valorem rate of duty.
DUTIABLE.											
Wools, hair of the alpaca, goat, etc.—Continued.											
Manufactures—Continued.											
Clothing, ready-made, and wearing apparel (except knit goods), not specially enumerated or provided for, composed wholly or in part of wool, worsted, the hair of the alpaca, goat, or other (like) animals, made up or manufactured wholly or in part by the tailor, seamstress, or manufacturer—											
Cloaks, dolmans, jackets, talmas, ulsters, or other outside garments for ladies' and children's apparel, and goods of similar description, or used for like purposes ..... pounds.	45 c. p. lb. & 40 p. c.	561,545.25	*Dollars.* 793,698.93	*Dollars.* 570,174.97	*Dollars.* 211.80	476,129.73	*Dollars.* 772,240.65	*Dollars.* 526,154.55	*Dollars.* 1,960.60	*Dolls.* 1.622	*P. ct.* 67.74
Clothing, ready-made, and wearing apparel of every description not specially enumerated or provided for, and balmoral skirts and skirting, and goods of similar description or used for like purposes..pounds.	40 c. p. lb. & 35 p. c.	297,341.95	628,960.87	339,073.11	250.00	330,415.94	689,002.38	373,317.15	355.93	2.085	54.18
Total clothing, etc .....do..	.....	858,887.20	1,422,659.80	909,248.08	461.80	806,545.67	1,461,243.03	896,471.70	2,316.53	1.812	61.35
Cloths, woolen—											
Valued at not exceeding 80 cents per pound.. pounds.	35 c. p. lb. & 35 p. c.	510,377.80	313,678.81	288,416.83	47.11	1,117,564.40	713,315.94	640,808.21	.....	.638	80.84

Valued at above 80 cents per pound .....pounds.	35 c. p. lb. & 40 p. c.	7,470,638.51	9,150,678.70	6,274,994.99	6,298.40	7,689,699.02	9,309,054.73	6,415,016.73	11,379.35	1.211	68.91
Total cloths, woolen .....do..	.....	7,981,016.31	9,464,357.51	6,563,414.82	6,345.51	8,807,263.42	10,022,370.67	7,055,824.94	11,379.35	1.138	70.40
Dress goods, women's and children's, coat-linings, Italian cloths, and goods of like description—											
Composed in part of wool, worsted, the hair of the alpaca, goat, or other animals—											
Valued at not exceeding 20 cents per square yard.....sq. yards..	5 cts. per sq. yd. and 35 per cent.	25.654,469	3,905,136.59	2,649,521.27	.....	26,929,224.70	4,094,403.06	2,779,502.28	.....	.152	67.89
Valued at above 20 cents persquare yard. sq. yds.	7 cts. per sq. yd. and 40 per cent.	7,851,111	2,667,999.72	1,616,777.65	.....	9,701,047.32	3,562,967.99	2,104,260.54	64.90	.367	59.06
Composed wholly of wool, worsted, the hair of the alpaca, goat, or other animals, or of a mixture of them, and all such goods of like description, with selvedges made wholly or in part of other materials, or with threads of other materials introduced for the purpose of changing the classification—											
Weighing 4 ounces or less per square yard .... sq. yards.	9 cts. per sq. yd. and 40 per cent.	25,200,570	5,377,092.28	4,418,888.21	69.02	31,136,149.26	6,522,568.51	5,411,280.91	81.25	.209	82.96
All weighing over 4 ounces per square yard ..... pounds.	35 cts. per pound and 40 per cent.	2,430,019.80	3,021,049.05	2,058,926.55	1,300.43	2,560,715.83	3.019,201.46	2,103,931.19	786.46	1.179	69.68
Total dress goods, etc	.....	.....	14,971,277.64	10,744,113.68	1,369.45	.....	17,199,141.02	12,398,974.92	932.61	.....	72.09
Flannels—											
Valued at not exceeding 30 cents per pound...pounds.	10 c. p. lb. & 35 p. c.	659	185.00	130.65	.....	73	19.00	13.95	.....	.260	73.42
Valued at above 30 and not exceeding 40 cents per pound.....pounds.	12 c. p. lb. & 35 p. c.	5	2.00	1.30	.....	456	175.35	116.09	.....	.384	66.20
Valued at above 40 and not exceeding 60 cents per pound.....pounds.	18 c. p. lb. & 35 p. c.	3,890.63	1,939.00	1,378.96	.....	4,819	2,653.37	1,796.10	.....	.551	67.69
Valued at above 60 and not exceeding 80 cents per pound.....pounds.	24 c. p. lb. & 35 p. c.	8.985	6,216.30	4,332.10	.....	136,889	100 633.33	68,075.03	.....	.735	67.65

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886.				1887.				Average.	
		Quantities.	Values.	Duties.	Additional and discriminating duty.	Quantities.	Values.	Duties.	Additional and discriminating duty.	Value per unit of quantity.	Ad-valorem rate of duty.
DUITABLE.											
Wools, hair of the alpaca, goat, etc.—Continued.											
Manufactures—Continued.											
Flannels—Continued.											
Valued at above 80 cents per pound.....pounds.	35 c. p. lb. & 40 p. c.	36,920.44	*Dollars.* 39,560.31	*Dollars.* 28,746.29	*Dollars.*	77,097.15	*Dollars.* 81,722.45	*Dollars.* 59,673.03	*Dollars.*	*Dolls.* 1.060	*P. ct.* 73.02
Total flannels.... .....do..	.....	50,460.07	47,902.61	34,589.30	.....	219,334.15	185,203.50	129,674.20	.....	.844	70.02
Hats of wool—											
Valued at above 30 and not exceeding 40 cents per pound.....pounds.	12 c. p. lb. & 35 p. c.	1	.32	.24	.....	.....	.....	.....	.....	.....	.....
Valued at above 40 and not exceeding 60 cents per pound..... pounds.	18 c. p. lb. & 35 p. c.	682	406.00	264.86	.....	818	387.00	282,69	.....	.473	73.04
Valued at above 60 and not exceeding 80 cents per pound.....pounds.	24 c. p. lb. & 35 p. c.	5,640.50	3,936.00	2,731.32	.....	428	329.00	217.87	.....	.769	66.22
Valued at above 80 cents per pound.....pounds.	35 c. p. lb. & 40 p. c.	4,746.63	7,989.10	4,856.98	.....	2,027.46	5,878.98	3,061.21	.....	2.900	52.07
Total hats of wool .....do..	.....	11,070.13	12,331.42	7,853.40	.....	3,273.46	6,594.98	3,561.77	.....	2.014	54.01
Knit goods, and all goods made on knitting-frames—											
Valued at not exceeding 30 cents per pound...pounds.	10 c. p. lb. & 35 p. c	626	175.81	124.13	.....	48	9.00	7.95	.....	.187	88.33
Valued at above 30 and not exceeding 40 cents per pound.....pounds.	12 c. p. lb. & 35 p. c.	97	34.45	23.70	.....	201.33	79.95	52.13	.....	.397	65.20
Valued at above 40 and not exceeding 60 cents per pound.....pounds.	18 c. p. lb. & 35 p. c.	24,338.75	12,785.99	8,856.08	.....	20,109	10,601.60	7,330.18	.....	.527	69.14

Valued at above 60 and not exceeding 80 cents per pound.....pounds.	24 c. p. lb. & 35 p. c.	57,442.25	40,710.60	28,034.85	162.10	73,417.25	50,895.08	35,433.42	.....	.693	69.62
Valued at above 80 cents per pound.....pounds.	35 c. p. lb. & 40 p. c.	1,092,348.70	1,876,682.34	1,132,994.98	4,287.30	1,238,052.29	1,918,868.11	1,200,865.63	40.00	1.550	62.58
Total knit goods .....do.	.....	1,174,852.70	1,930,389.19	1,170,033.74	4,449.40	1,331,827.87	1,980.453.74	1,243,689.31	40.00	1.487	62.80
Rags, shoddy, mungo, waste and flocks, woolen...pounds.	10 cts. per pound..	2,696,517	919,771.00	269,651.70	.....	4,902,381	1,855,618.00	490,238.10	.....	.379	26.41
Shawls, woolen—											
Valued at not exceeding 80 cents per pound...pounds.	35 c. p. lb. & 35 p. c.	12,765	8,610.75	7,481.52	.....	42,604.31	27,903.34	24,677.68	.....	.655	88.44
Valued at above 80 cents per pound .....pounds.	35 c. p. lb. & 40 p. c.	228,570	345,252.40	218,100.50	283.20	237,778.30	327,460.85	214,206.74	14.80	1.377	65.41
Composed wholly or in part of worsted, the hair of the alpaca, goat, or other animals.....pounds.	40 c. p. lb. & 35 p. c.	452.699.75	690,064.00	422,602.30	419.60	447,504.20	674,634.00	415,123.58	215.90	1.508	61.53
Total shawls .....do.	.....	694,034.75	1,043,927.15	648,184.32	702.80	727,886.81	1,029,998.19	654,008.00	230.70	1.415	63.50
Webbings, gorings, suspenders, braces, beltings, bindings, braids, galloons, fringes, gimps, cords, cords and tassels, dress trimmings, head nets, buttons or barrel buttons, or buttons of other forms for tassels or ornaments, wrought by hand or braided by machinery, made of wool, worsted, the hair of the alpaca, goat, or other animals, or of which wool, worsted, the hair of the alpaca, goat, or other animals is a component material.....pounds.	30 c. p. lb. & 50 p. c.	398,128.54	616,874.00	427,875.57	103.00	239,817	443,808.95	293,849,58	558.17	1.851	66.21
Yarns, woolen and worsted—											
Valued at not exceeding 30 cents per pound...pounds.	10 c. p. lb. & 35 p. c.	102,260.50	29,900.00	20,691.05	.....	99,869.50	29,031.60	20,148.01	.....	.290	69.40
Valued at above 30 and not exceeding 40 cents per pound.....pounds.	12 c. p. lb. & 35 p. c.	1,258,466.38	471,863.05	316,168.03	.....	661,086.43	241,074.00	163,706.28	84.25	.365	67.90
Valued at above 40 and not exeeeding 60 cents per pound.....pounds.	18 c. p. lb. & 35 p. c.	1,353,836.75	733,584.41	500,445.20	.....	753,993.72	410,264.12	279,311.35	45.18	.544	68.08
Valued at above 60 and not exceeding 80 cents per pound.....pounds.	24 c. p. lb. & 35 p. c.	1,196,202.56	819,258.82	573,829.19	144.20	1,275,844.79	875,280.12	612,550.81	1,183.80	.686	69.08

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	Rates of duty.	1886. Quantities.	1886. Values.	1886. Duties.	1886. Additional and discriminating duty.	1887. Quantities.	1887. Values.	1887. Duties.	1887. Additional and discriminating duty.	1887. Average— Value per unit of quantity.	1887. Average— Ad valorem rate of duty.
DUTIABLE.											
Wools, hair of the alpaca, goat, etc.—Continued.											
Manufactures of—Continued.											
Yarns, etc.—Continued.											
Valued at above 80 cents per pound.....pounds.	35 c. p. lb. & 40 p. c.	180, 020, 85	*Dollars.* 228, 569. 95	*Dollars.* 154, 435. 33	*Dollars.* 83. 50	157, 866. 50	*Dollars.* 191, 912. 25	*Dollars.* 132, 018. 19	*Dollars.* 2, 738. 06	*Dolls.* 1. 216	*P. ct.* 68. 79
Total yarns.....do....	.....	4, 090, 787. 04	2, 283, 176. 23	1, 565, 568. 80	227. 70	2, 948, 660. 94	1, 747, 562. 09	1, 207, 734. 64	4, 051. 29	. 592	69. 11
All manufactures of every description not specially enumerated or provided for, made wholly or in part of—											
Wool—											
Valued at not exceeding 80 cents per pound...pounds.	35 c. p. lb. & 35 p. c.	99, 540. 50	61, 691. 78	56, 431. 30	48. 88	123, 783. 46	80, 510. 00	71, 502. 76	20. 20	. 650	88. 81
Valued at above 80 cents per pound.....pounds.	35 c. p. lb. & 40 p. c.	574, 713, 39	998, 955. 80	600, 732. 02	72. 20	993, 500. 11	1, 421, 735. 00	916, 419. 10	522. 04	1. 431	64. 46
Worsted, the hair of the alpaca, goat, or other animals (except such as are composed in part of wool)—											
Valued at not exceeding 30 cents per pound...pounds.	10 c. p. lb. & 35 p. c.	105, 674. 50	27, 219. 12	20, 094. 15	.....	100, 189	24, 146. 00	18, 470. 00	.....	. 241	76. 49
Valued at above 30 and not exceeding 40 cents per pound.....pounds.	12 c. p. lb. & 35 p. c.	144, 846	51, 379. 00	35, 364. 17	.....	174, 018. 25	60, 737. 00	42. 140. 14	.....	. 349	69. 38
Valued at above 40 and not exceeding 60 cents per pound..... pounds	18 c. p. lb. & 35 p. c.	2, 057, 736. 50	1, 125, 444. 00	764, 297. 97	.....	1, 588, 069. 60	859, 029. 70	586, 512. 92	106. 40	. 541	68. 28
Valued at above 60 and not exceeding 80 cents per pound.....pounds.	24 c. p. lb. & 35 p. c.	2, 795, 244. 60	1, 992, 840. 53	1, 368, 352. 89	85. 00	3, 785, 978. 60	2, 740, 630. 00	1, 867, 855. 36	23. 40	. 724	68. 15

Valued at above 80 cents per pound.....pounds.	35 c. p. lb. & 40 p. c.	1,483,811.38	2,098,553.03	1,358,755.24	1,693.10	1,343,256.80	1,469,661.73	1,058,004.68	24,550.20	1.094	71.99
Total all manufactures not elsewhere specified...pounds.	.....	7,261,566.87	6,356,083.26	4,204,027.74	1,899.18	8,108,795.82	6,656,449.43	4,560,904.96	25,222.24	.821	68.52
Total manufactures of wool.....	.....	.....	40,536,509.38	27,278,527.54	15,613.25	.....	44,235,243.64	29,729,717.50	44,972.69	.....	67.21
Total raw wools, and manufactures of.....	.....	.....	54,330,722.35	32,404,635.89	16,011.20	.....	60,586,613.61	35,629,534.13	46,625.67	.....	58.81
Zinc, spelter, or tutenegue, and manufactures of:											
In blocks or pigs..... .....pounds.	1½ cts. per pound..	3,616,462	115,813.00	54,246.95	.....	7,432,490	240,535.00	111,487.37	.....	.032	46.35
In sheets .....do..	2½ cts. per pound..	1,037.951	38,359.00	25,948.79	.....	757,245.50	26,668.00	18,931.16	56.42	.035	70.99
Old worn-out, fit only to be remanufactured .....pounds.	1½ cts. per pound..	260,768	5,669.00	3,911.53	.....	416,499	10,837.00	6,247.52	.....	.026	57.65
Manufactures of, not specially enumerated or provided for.....	45 per cent.....	.....	10,650.45	4,792.70	.....	.....	8,116.65	3,652.49	.....	.....	45.00
Total zinc, spelter, etc.....	.....	.....	170,491.45	88,899.97	.....	.....	286,156.65	140,318.54	56.42	.....	49.03
Packages, sacks, crates, boxes, etc., designed to evade duties thereon (section 7, act of March 3, 1883).....	100 per cent.....	.....	2,887.23	2,887.23	.....	.....	12,340.96	12,340.96	.....	.....	100.00
Articles not enumerated, section 2513, Revised Statutes—											
Unmanufactured	10 per cent.....	.....	427.20	42.72	.....	.....	298.00	29.80	.....	.....	10.00
Manufactured	20 per cent.....	.....	1,811.65	362.33	6.40	.....	1,395.00	279.00	1.10	.....	20.00

No. 24.—IMPORTED MERCHANDISE, *including both entries for* **IMMEDIATE CONSUMPTION** *and withdrawals* **FROM WAREHOUSE** *for* **CONSUMPTION,** *etc., during the* **Years** *ending June* 30, **1886** *and* **1887**—Continued.

ARTICLES.	1886.			1887.				
	Values.	Duties.	Additional and discriminating duty.	Values.	Duties.	Additional and discriminating duty.	Average— Value per unit of quantity.	Average— Ad valorem rate of duty.
RECAPITULATION.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls.*	*P. ct.*
Total dutiable	413,778,054.63	188,379,397.09	153,774.02	450,325,321.55	212,032,423.90	192,738.90	.....	*a*47.10
Total free of duty	211,530,759.07	.....	*b*877,277.06	233,093,659.15	.....	*c*1,997,146,85	.....	.....
TOTAL ENTRIES FOR CONSUMPTION	625,308,813.70	188,379,397.09	1,031,051.08	683,418,980.70	212,032,423.90	2,189,885.75	.....	.....
Entries for immediate consumption:								
Free of duty	211,120,684.26	.....	748,653.83	230,874,581.25	.....	726,344.45	.....	.....
Dutiable	295,137,718.80	120,041,405.93	101,003.62	327,841,721.23	138,458,355.86	131,912.44	.....	42.23
Total	506,258,403.06	120,041,405.93	849,657.45	558,716,302.48	138,458,355.86	858,256.89	.....	.....
Withdrawals from warehouse for consumption:								
Free of duty	410,074.81	.....	128,623.23	2,219,077.90	.....	1,270,802.40	.....	.....
Dutiable	118,640,335.83	68,337,991.16	52,770.40	122,483,600.32	73,574,068.04	60,826.46	.....	*a*60.15
Total	119,050,410.64	68,337,991.16	181,393.63	124,702,678.22	73,574,068.04	1,331,628.86	.....	.....

a See note on page 615.
b Of this amount $871,245.12 was tax imposed by the internal-revenue laws.
c Of this amount $1,996,528.49 was tax imposed by the internal-revenue laws.

No. 25.

HOME CONSUMPTION AND IMPOSTS.

SUMMARY STATEMENT

SHOWING THE VALUES OF THE PRINCIPAL AND OTHER ARTICLES OF

IMPORTED MERCHANDISE

ENTERED FOR CONSUMPTION

IN THE

UNITED STATES,

INCLUDING BOTH ENTRIES FOR IMMEDIATE CONSUMPTION AND WITHDRAWALS FROM WAREHOUSE FOR CONSUMPTION, WITH THE DUTIES COLLECTED THEREON,

DURING THE

YEARS ENDING JUNE 30, 1885, 1886, AND 1887.

No. 25.—*Summary statement showing the* VALUES *of the* **PRINCIPAL** *and other articles of* **IMPORTED MERCHANDISE** *entered for* **CONSUMPTION** *in the United States, with the* DUTIES COLLECTED, *during the* **Years** *ending June* 30, **1885, 1886,** *and* **1887.**

ARTICLES.	1885.		1886.		1887.	
	Values.	Duties.	Values.	Duties.	Values.	Duties.
FREE OF DUTY.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Animals, not elsewhere specified	3,363,444.60		3,310,616.90		3,136,081.52	
Articles, the growth, produce, or manufacture of the United States, returned:						
Articles, the growth, produce, etc., returned in the same condition as when exported	1,748,577.07	*a*737,147.08	3,793,447.69	*a*877,273.06	4,066,511.35	*a*1,997,146.85
Barrels, of American manufacture, exported filled with domestic petroleum and returned empty	4,354,842.00		4,220,983.00		3,863,157.00	
Art-works, not elsewhere specified	351,817.65		367,037.25		495,936.50	
Asphaltum or bitumen, crude	97,602.00		87,651.00		99,055.00	
Bolting-cloths	290,854.00		232,769.00		271,693.00	
Books and other printed matter, not elsewhere specified	791,798.81		805,383.92	4.00	968,466.21	
Chemicals, drugs, and dyes, not elsewhere specified	23,341,829.75		24,740,294.51		27,025,787.62	
Cocoa, or cacao, crude, and leaves and shells of	1,332,375.00		1,793,398.00		1,670,008.00	
Coffee	46,723,290.16		42,675,600.00		56,360,701.42	
Cork-wood, or cork-bark, unmanufactured	879,243.00		801,392.00		1,239,247 00	
Cotton, unmanufactured	954,590.00		672,508.00		533,219.00	
Diamond-dust, or bort, and diamonds, rough or uncut, and glaziers'	413,631.00		344,087.00		304,882.00	
Eggs	2,476,705.57		2,173,336.07		1,960,405.39	
Farinaceous substances, and preparations of, not elsewhere specified	597,719.51		690,183.69		721,984.16	
Feathers for beds, and downs	216,082.62		246,142.50		204,961.55	
Fertilizers	1,488,093.75		2,134,486.77		1,773,367.98	
Fish, not elsewhere specified	3,378,896.92		985,573.50		1,098,561.82	
Fruits, including nuts	3,773,011.55		3,920,702.16		4,767,628.58	
Furs and fur-skins, undressed	1,854,502.90		2,275,334.86		2,471,279.60	
Hair, not elsewhere specified	1,554,007.00		2,229,776.00		2,404,423.00	
Hide-cuttings, raw, with or without the hair on, and all glue-stock	321,137.00		338,537.00		485,042.00	
Hides and skins, other than fur-skins	20,599,131.99		26,693,229.90		24,225,776.21	
Household effects (except books), in use of persons or families from foreign countries, if used abroad by them not less than one year, and wearing apparel in actual use, and other personal effects (not merchandise), implements, instruments, and tools of trade, occupation, or employment of persons arriving in the United States	2,158,668.98		2,471,485.33		2,659,700.47	
India-rubber and gutta-percha, crude, and milk of	9,105,256.00		11,888,192.00		13,762,627.00	
Ivory, animal and vegetable, unmanufactured	692,862.00		672,826.00		631,031.00	
Oils, not elsewhere specified	2,246,155.92		1,865,978.00		1,736,239.58	
Ores, not elsewhere specified	524,211.50		1,343,294.00		3,840,925.00	
Paper stock, crude	5,842,027.86		5,099,976.54		4,538,719.21	
Plants, trees, shrubs, and vines of all kinds, not otherwise provided for	202,109.50		211,745.10		254,472.45	
Platina, or platinum, unmanufactured, and vases and retorts of	302,712.00		439,772.00		497,441.00	

Plumbago	207,228.00		164,111.00		331,621.00	
Sausage-skins	259,297.00		286,652.00		278,140.00	
Seeds, not elsewhere specified	706,840.76		1,535,649.17		596,522.05	
Shells of every description, not manufactured	140,575.67		207,966.37		197,984.05	
Silk, unmanufactured	12,925,362.00		18,277,216.00		19,640,397.00	
Spices, unground	2,500,313.67		2,792,034.40		3,315,964.92	
Tanning materials, not elsewhere specified	288,979.00		245,043.00		292,090.00	
Tea	13,725,380.75		15,770,827.02		16,373,422.66	
Tin, bars, blocks, or pigs, grain or granulated	4,263,447.00		5,873,773.00		6,927,710.00	
Wood, unmanufactured, not elsewhere specified	3,527,324.23		3,514,065.11		3,550,191.83	
Articles free of duty from Hawaiian Islands:						
Rice	404,477.50		361,567.00		383,985.00	
Molasses	9,054.00		7,786.00		14,712.00	
Sugar	8,198,144.00		9,166,826.00		9,255,351.00	
Total	8,611,675.50		9,536,179.00		9,654,048.00	
All other free articles	3,778,622.45		3,711,503.31		3,866,236.02	
TOTAL FREE OF DUTY	192,912,233.64	737,147.08	211,530,759.07	877,277.06	233,093,659.15	1,997,146.85

[a] Duty equal to internal-revenue tax to which articles were subject when exported; mainly on distilled spirits.

No. 25.—SUMMARY *of the* **PRINCIPAL** *and other articles of* **IMPORTED MERCHANDISE** *entered for* **CONSUMPTION,** *etc.,* **Years** *ending June* 30, **1885, 1886,** *and* **1887**—Continued.

ARTICLES.	1885.		1886.		1887.	
	Values.	Duties.	Values.	Duties.	Values.	Duties.
DUTIABLE.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Animals, not elsewhere specified	3, 399, 971. 73	679, 994. 34	3, 613, 472. 69	722, 694. 56	4, 665, 066. 51	933, 013. 30
Art-works, not elsewhere specified	1, 007, 547. 92	302, 230. 06	916, 777. 21	275, 033. 16	1, 925, 905. 87	577, 771. 75
Books, maps, engravings, etchings, and other printed matter, not elsewhere specified	2, 327, 253. 55	581, 800. 34	2, 516, 773. 48	629, 191. 87	2, 736, 137. 70	684, 004. 10
Brass and manufactures of	416, 423. 96	182, 608. 07	394, 101. 30	166, 402. 43	405, 755. 81	170, 937. 70
Breadstuffs, not elsewhere specified	6, 584, 751. 83	1, 030, 556. 44	7, 164, 361. 56	1, 042, 404. 08	6, 386, 560. 72	1, 075, 811. 24
Bristles	941, 039. 00	118, 335. 61	1, 029, 975. 00	149, 981. 63	1, 156, 435. 00	174, 423. 71
Brushes of all kinds	465, 638. 55	139, 691. 56	522, 209. 54	156, 662. 88	557, 347. 54	167, 204. 26
Buttons and button materials	2, 778, 437. 14	627, 456. 53	3, 843, 549. 78	889, 005. 80	3, 772, 927. 25	897, 645. 17
Carriages, and parts of, not specially enumerated or provided for	243, 258. 81	85, 140. 58	256, 367. 00	89, 728. 45	242, 998. 72	85, 049. 55
Cement, Roman, Portland, and all other	874, 069. 94	174, 813. 99	733, 296. 60	146, 659. 31	1, 102, 532. 41	220, 506. 48
Chemicals, drugs, dyes, and medicines, not elsewhere specified	11, 699, 593. 61	3, 795, 524. 99	12, 796, 387. 52	4, 347, 626. 05	13, 285, 225. 75	4, 654, 165. 24
Chicory root	130, 964. 00	75, 535. 08	132, 144. 00	80, 922. 18	163, 682. 00	106, 671. 70
Clays or earths	190, 460. 10	57, 142. 66	234, 207. 00	71, 986. 93	286, 768. 24	89, 884. 18
Clocks and watches, and parts of	1, 515, 944. 67	398, 037. 99	1, 362, 540. 81	356, 504. 72	1, 882, 564. 05	489, 325. 83
Coal, bituminous, and coke	2, 654, 601. 54	603, 733. 88	2, 624, 990. 70	610, 375. 32	2, 811, 158. 31	683, 728. 46
Cocoa, prepared or manufactured, including cocoa butter	126, 626. 59	12, 739. 42	150, 712. 24	17, 299. 35	144, 905. 92	12, 692. 69
Copper, and manufactures of:						
Ores, fine copper contained therein	343, 793. 00	91, 643. 50	413, 276. 00	105, 096. 07	209, 005. 00	103, 735. 32
Pigs, bars, ingots, and all other unmanufactured, and all manufactures of	99, 024. 24	43, 542. 70	118, 018. 46	16, 827. 02	114, 740. 60	25, 221. 76
Total	442, 817. 24	135, 186. 20	531, 294. 46	119, 923. 09	323, 745. 60	128, 957. 08
Cotton, manufactures of	27, 242, 511. 63	10, 932, 255. 69	29, 236, 071. 18	11, 752, 206. 89	29, 150, 058. 83	11, 710, 719. 88
Earthen, stone, and china ware	4, 843, 106. 07	2, 731, 654. 81	4, 992, 214. 81	2, 829, 539. 75	5, 708, 093. 40	3, 251, 881. 22
Fancy articles	5, 449, 374. 59	2, 079, 901. 91	5, 934, 379. 61	2, 456, 398. 59	7, 185, 998. 95	2, 949, 360. 14
Fish, not elsewhere specified	1, 447, 029. 28	281, 971. 77	2, 266, 304. 09	502, 287. 54	2, 817, 351. 73	611, 937. 69
Flax, hemp, jute, and other textile grasses and vegetable substances, and manufactures of:						
Unmanufactured	11, 980, 115. 00	1, 947, 459. 39	10, 242, 117. 66	1, 841, 726. 24	11, 880, 121. 00	1, 930, 340. 02
Manufactures of	20, 706, 297. 96	7, 122, 296. 36	21, 370, 523. 02	7, 406, 089. 86	21, 927, 161. 55	7, 567, 641. 72
Total	32, 686, 412. 96	9, 069, 755. 75	31, 612, 640. 68	9, 247, 816. 10	33, 807, 282. 55	9, 497, 981. 74
Fruits, including nuts, not elsewhere specified	13, 005, 595. 14	3, 672, 292. 59	12, 973, 307. 98	3, 498, 569. 39	15, 088, 073. 82	4, 210, 098. 64
Furs, and manufactures of	3, 450, 437. 97	708, 853. 10	4, 193, 576. 04	855, 729. 99	4, 545, 265. 24	926, 217. 73
Ginger ale or ginger beer	146, 712. 71	29, 342. 55	147, 693. 28	29, 538. 66	153, 376. 54	30, 675. 30
Glass and glassware	6, 340, 720. 76	3, 714, 067. 74	6, 341, 057. 62	3, 694, 923. 69	7, 301, 339. 78	4, 510, 312. 48
Gold and silver, manufactures of	640, 259. 00	169, 165. 42	612, 787. 62	167, 575. 86	440, 707. 99	132, 067. 87
Grease, not elsewhere specified	317, 971. 40	46, 159. 03	336, 672. 80	49, 172. 88	324, 486. 66	52, 348. 97
Gunpowder, and all explosive substances	358, 157. 25	283, 739. 45	356, 301. 79	290, 774. 26	423, 955. 00	368, 137. 10

Hair, not elsewhere specified, and manufactures of	267,057.00	75,736.63	240,602.26	68,094.01	200,758.37	55,257.81
Hats, not elsewhere specified, bonnets, and hoods, and materials for	4,338,997.76	924,588.28	4,866,345.32	1,028,091.86	4,902,911.07	1,051,609.00
Hay	1,517,883.67	321,821.47	1,035,408.75	184,350.72	791,686.75	157,444.53
Hops	435,106.08	131,074.20	440,216.82	217,917.68	3,117,662.70	1,329,506.31
India-rubber and gutta-percha, manufactures of	218,452.33	62,967.40	231,876.88	67,356.79	263,743.55	76,047.84
Iron and steel, and manufactures of:						
Iron ores	945,922.48	314,316.64	1,312,322.37	532,956.26	2,112,128.00	855,995.83
Iron and steel, and all manufactures of	32,957,335.49	11,659,591.46	37,319,454.97	14,098,919.49	48,506,857.60	19,857,238.06
Total	33,903,257.97	11,973,908.10	38,631,777.34	14,631,875.75	50,618,985.60	20,713,233.89
Jewelry and precious stones, not elsewhere specified	6,114,361.11	682,231.78	8,367,838.14	900,474.36	10,981,191.66	1,162,600.19
Lead, and manufactures of	166,855.43	147,186.01	298,243.67	221,947.37	346,623.35	236,617.78
Leather, and manufactures of	10,262,615.39	2,869,223.60	11,466,414.29	3,262,232.87	10,933,569.77	3,286,862.17
Liquors, spirituous and malt, and wines:						
Malt liquors	1,111,407.23	546,999.35	1,206,257.11	585,102.26	1,267,309,25	614,186.73
Spirits, distilled	1,873,926.57	2,948,772.43	1,826,059.27	2,834,696.25	1,909,899.96	2,939,923.04
Wines	6,340,414.61	3,665,792.22	6,753,471.97	3,774,348.93	7,013,737.19	3,848,133.05
Total	9,325,748.41	7,156,564.00	9,785,788.35	7,194,147.44	10,190,946.40	7,402,242.82
Marble and stone, and manufactures of	874,527.53	366,537.42	898,194.47	368,957.70	960,981.64	381,405.48
Mattings and mats for floors, exclusively of vegetable substances	517,867.35	103,573.47	462,627.08	92,525.41	885,968.75	177,193.75
Metals, metal compositions, and manufactures of, not elsewhere specified	1,932,706.52	676,191.69	2,340,639.49	771,886.42	2,988,882.51	962,785.71
Mineral substances, not elsewhere specified	57,389.57	6,864.32	109,183.25	14,430.54	191,295.84	24,025.83
Musical instruments of all kinds	1,427,746.03	356,936.51	1,432,375.56	358,093.87	1,613,883.78	403,470.95
Oils, not elsewhere specified:						
Animal	90,028.15	22,507.04	90,723.37	22,680.84	87,561.15	21,890.29
Mineral	23,112.00	3,910.80	16,031.00	3,196.30	11,565.35	2,313.07
Vegetable—						
Fixed or expressed	800,559.19	210,319.45	883,219.90	229,997.03	834,548.48	211,348.79
Volatile or essential	74,930.14	19,120.56	90,005.64	22,769.24	133,471.00	34,374.45
Total	988,629.48	255,857.85	1,079,979.91	278,643.41	1,067,145.98	269,926.60
Paints and colors	1,140,805.44	368,438.65	1,270,223.72	419,962.66	1,220,806.26	399,532.98
Paper, and manufactures of	1,586,848.49	346,402.46	1,802,482.82	392,469.77	1,985,264.36	424,618.27
Provisions, comprising meat and dairy products	1,824,898.55	408,321.76	2,050,914.53	478,969.67	1,759,163.45	429,987.42
Rice, not elsewhere specified	2,134,188.74	1,619,523.24	1,611,524.71	1,184,138.24	1,518,766.10	971,454.89
Salt	1,416,825.57	751,390.24	1,493,397.17	706,324.34	1,455,385.18	676,865.50
Seeds, not elsewhere specified	3,720,707.10	754,866.08	1,805,298.40	404,757.87	846,580.84	172,437.68
Silk, manufactures of	28,106,797.57	14,000,210.04	28,055,854.94	13,938,096.61	31,264,276.58	15,540,300.70
Soap	404,587.62	103,660.52	436,728.54	116,451.33	436,223.96	117,130.52
Sugar, molasses, sugar-candy, and confectionery:						
Molasses	4,419,073.49	1,289,224.44	5,412,175.96	1,501,384.68	5,336,729.63	1,496,863.32
Sugar	69,078,856.99	50,885,915.89	71,311,090.41	50,265,538.24	68,882,884.31	56,507,495.57
Sugar-candy and confectionery	19,132.99	9,603.62	23,194.99	12,025.42	22,665.26	12,327.45
Total	73,517,063.47	52,184,743.95	76,746,461.36	51,778,948.34	74,242,279.20	58,016,686.34

No. 25.—SUMMARY *of the* **PRINCIPAL** *and other articles of* **IMPORTED MERCHANDISE** *entered for* **CONSUMPTION,** *etc.,* **Years** *ending June* 30, **1885, 1886,** *and* **1887**—Continued.

ARTICLES.	1885.		1886.		1887.	
	Values.	Duties.	Values.	Duties.	Values.	Duties.
DUTIABLE.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Tin, manufactures of	51, 848. 47	72, 918. 18	40, 292. 97	54, 770. 54	38, 828. 70	56, 581. 30
Tobacco, and manufactures of:						
Leaf, and other unmanufactured	5, 998, 132. 27	4, 262, 669. 78	7, 021, 965. 08	4, 934, 797. 92	7, 541, 971. 29	5, 374, 680. 02
Manufactures of	3, 123, 736. 68	3, 093, 699. 71	3, 293, 345. 92	3, 376, 316. 53	3, 413, 153. 74	3, 753, 078. 24
Total	9, 121, 868. 95	7, 356, 369. 49	10, 315, 311. 00	8, 311, 114. 45	10, 955, 125. 03	9, 127, 758. 26
Umbrellas, parasols, shades, and parts of	109, 841. 30	44, 213. 35	127, 539. 92	50, 848. 05	152, 742. 27	62, 186. 71
Varnishes	73, 241. 94	31, 542. 91	102, 045. 04	45, 330. 23	82, 380. 01	36, 378. 58
Vegetables	1, 745, 349. 58	426, 946. 38	2, 340, 998. 04	637, 545. 67	2, 276, 304. 47	547, 509. 90
Wax, and manufactures of	27, 884. 37	5, 576. 87	9, 177. 99	1, 835. 61	5, 696. 74	1, 139. 34
Wood, not elsewhere specified, and manufactures of	8, 250, 808. 75	1, 469, 848. 73	7, 772, 442. 49	1, 423, 301. 44	8, 223, 504. 06	1, 503, 184. 09
Wool, and manufactures of:						
Raw	9, 474, 263. 87	3, 164, 295. 96	13, 794, 212. 97	5, 126, 108. 35	16, 351, 369. 97	5, 899, 816. 63
Manufactures	36, 176, 705. 44	24, 294, 938. 90	40, 536, 509. 38	27, 278, 527. 54	44, 235, 243. 64	29, 729, 717. 50
Zinc, spelter, or tutenegue, and manufactures of	181, 627. 50	101, 099. 67	170, 491. 45	88, 899. 97	286, 156. 65	140, 318. 54
All other dutiable articles	3, 524, 766. 87	983, 292. 66	3, 782, 467. 42	1, 033, 534. 80	4, 137, 278. 47	1, 085, 356. 89
TOTAL DUTIABLE	386, 667, 820. 16	177, 319, 550. 32	413, 778, 054. 63	188, 379, 397. 09	450, 325, 321. 55	212, 032, 423. 90
DUTIABLE:						
Total entered for immediate consumption	202, 711, 460. 72	106, 878, 150. 17	295, 137, 718. 80	120, 041, 405. 93	327, 841, 721. 23	138, 458, 355. 86
Total withdrawn from warehouse for consumption	123, 956, 359. 44	70, 441, 400. 15	118, 640, 335. 83	68, 337, 991. 16	122, 483, 600. 32	73, 574, 068. 04
Total additional and discriminating duties	.....	94, 903. 71	.....	153, 774. 02	.....	192, 738. 90
FREE OF DUTY:						
Total entered for immediate consumption	192, 640, 271. 00	.....	211, 120, 684. 26	.....	230, 874, 581. 25	.....
Total withdrawn from warehouse for consumption	271. 962. 64	.....	410, 074. 81	.....	2, 219, 077. 90	.....
Total discriminating duties	.....	*a*737, 147. 08	.....	*b*877, 277. 06	.....	*c*1, 997, 146. 85
TOTAL MERCHANDISE ENTERED FOR CONSUMPTION	579, 580, 053. 80	178, 151, 601. 11	625, 308, 813. 70	189, 410, 448. 17	683, 418, 980. 70	214, 222, 309. 65

a Of this amount $735,107.43 was duty equal to internal-revenue tax.
b Of this amount $871,245.12 was duty equal to internal-revenue tax.
c Of this amount $1,996,528.49 was duty equal to internal-revenue tax.

No. 26.

HOME CONSUMPTION AND IMPOSTS.

STATEMENT

SHOWING THE TOTAL VALUES

OF

IMPORTED MERCHANDISE

ENTERED FOR CONSUMPTION,

BY CUSTOMS DISTRICTS AND PORTS,

WITH ENTRIES FOR IMMEDIATE CONSUMPTION AND WITHDRAWALS FROM WAREHOUSE FOR CONSUMPTION STATED SEPARATELY, AND SHOWING THE AMOUNT OF DUTY AND THE PER CENT. OF TOTAL DUTY COLLECTED AT EACH CUSTOMS DISTRICT AND PORT,

DURING THE

YEAR ENDING JUNE 30, 1887.

No. 26.—*Statement showing the* **TOTAL VALUES** *of* **IMPORTED MER** *drawn from* **WAREHOUSE** *for* **CONSUMPTION** *in each* **CUSTOMS** **PER CENT.** *of* **TOTAL DUTY** *collected at each, during the* **YEAR** *ending*

	CUSTOMS DISTRICTS AND PORTS.	Withdrawals from warehouse and entries for immediate consumption.	FREE OF DUTY.		DUTI	
			Values.	Internal-revenue tax and penal duties.*	Values.	Duties.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
1	Alaska, Alaska	Warehouse	.....	.....	.....	.....
		Immediate	6,253.00	.....	12,393.00	2,608.63
2	Alexandria, Va	Warehouse	.....	.....	.....	.....
		Immediate	6,770.00	.....	262.00	80.06
3	Apalachicola, Fla	Warehouse	.....	.....	1,090.00	622.32
		Immediate	15.00	.....	235.98	91.18
4	Aroostook, Me	Warehouse	.....	.....	.....	.....
		Immediate	83,225.00	.....	108,601.40	23,830.91
5	Atlanta, Ga	Warehouse	.....	.....	.....	.....
		Immediate	.....	.....	6,669.80	3,413.52
6	Baltimore, Md	Warehouse	78,801.00	62,009.54	752,434.00	387,447.18
		Immediate	5,159,068.00	15,014.70	6,302,550.00	2,511,046.10
7	Bangor, Me	Warehouse	432.00	459.91	60.00	423.00
		Immediate	463,287.00	.....	346,684.00	86,491.80
8	Barnstable, Mass	Warehouse	.....	.....	5,990.00	.....
		Immediate	90,892.25	.....	140.50	33.56
9	Bath, Me	Warehouse	.....	.....	174,020.00	137,104.04
		Immediate	10,319.00	.....	38,444.00	10,878.58
10	Beaufort, N. C	Warehouse	.....	.....	.....	.....
		Immediate	1,560.00	.....	.....	.....
11	Beaufort, S. C	Warehouse	.....	.....	.....	.....
		Immediate	10,810.11	.....	653.99	318.20
12	Belfast, Me	Warehouse	.....	.....	3,208.18	1,069.00
		Immediate	16,192.00	.....	951.85	527.94
13	Boston and Charleston, Mass.	Warehouse	88,338.00	54,630.99	20,960,961.00	12,852,685.73
		Immediate	15,247,707.00	74,803.14	25,643,903.00	9,698,051.11
14	Brazos de Santiago, Tex.	Warehouse	.....	.....	102.00	49.60
		Immediate	324,279.00	.....	117,308.00	27,223.47
15	Bridgeton, N. J	Warehouse	.....	.....	.....	.....
		Immediate	51,810.00	.....	.....	.....
16	Brunswick, Ga	Warehouse	.....	.....	.....	.....
		Immediate	456.00	.....	2,972.76	1,681.16
17	Buffalo Creek, N. Y	Warehouse	.....	.....	38,925.00	11,470.35
		Immediate	1,386,720.00	.....	4,225,010.00	952,406.09
18	Cape Vincent, N. Y	Warehouse	.....	.....	.....	.....
		Immediate	152,955.00	.....	193,780.08	30,309.88
19	Castine Me	Warehouse	.....	.....	2,123.00	123.13
		Immediate	.....	.....	.....	.....
20	Champlain, N. Y	Warehouse	.....	.....	.....	.....
		Immediate	453,227.00	.....	1,961,762.90	323,000.71
21	Charleston, S. C	Warehouse	.....	.....	2,822.00	1,254.84
		Immediate	478,481.00	.....	71,851.25	28,442.89
22	Chicago, Ill	Warehouse	331,291.00	33,218.10	1,871,551.00	1,048,625.38
		Immediate	2,521,353.00	42,815.70	7,388,080.00	3,414,743.69
23	Cincinnati, Ohio	Warehouse	266,308.00	241,049.70	137,844.00	82,118.06
		Immediate	272,971.00	192,520.20	1,704,066.00	717,245.50
24	Corpus Christi, Tex	Warehouse	.....	.....	516.00	233.30
		Immediate	693,228.00	.....	141,288.00	48,558.75
25	Cuyahoga, Ohio	Warehouse	416.00	.....	103,486.00	50,742.78
		Immediate	68,276.00	720.00	554,260.80	235,810.34
26	Delaware, Del	Warehouse	.....	.....	20,833.00	7,887.48
		Immediate	28,777.00	.....	17,910.00	7,465.16
27	Denver, Colo	Warehouse	1,580.90	1,262.88	2,265.10	1,736.69
		Immediate	8,303.24	2,238.30	93,911.68	70,014.33
28	Detroit, Mich	Warehouse	944.00	295.20	206,123.00	119,995.86
		Immediate	1,357,244.00	3,061.35	958,240.75	270,567.58
29	Duluth, Minn	Warehouse	600.00	630.00	595.24	475.65
		Immediate	71,499.00	.....	18,236.00	4,705.73
30	Erie, Pa	Warehouse	.....	.....	29,682.40	5,443.18
		Immediate	.....	.....	.....	.....
31	Fairfield, Conn	Warehouse	.....	.....	.....	.....
		Immediate	547.00	.....	5,818.94	1,938.68
32	Fall River, Mass	Warehouse	.....	.....	96,437.00	43,909.18
		Immediate	.....	.....	8,168.00	2,209.70
33	Frenchman's Bay, Me	Warehouse	.....	.....	3,278.00	62.18
		Immediate	.....	.....	789.00	202.58
34	Galveston, Tex	Warehouse	5,996.00	6,166.80	2,473.00	1,531.22
		Immediate	373,342.00	4,593.60	307,570.00	147,397.47
35	Genesee, N. Y	Warehouse	6,470.00	3,606.40	465,047.00	143,448.14
		Immediate	73,104.00	.....	418,946.00	158,550.55
36	Georgetown, D. C	Warehouse	13,952.00	.....	10,418.17	4,998.23
		Immediate	40,039.00	.....	62,604.00	21,797.12

* Mainly the equivalent of internal-revenue tax collected on articles of United States manufacture brought back.

CHANDISE *entered for* **IMMEDIATE CONSUMPTION** *and with-* **DISTRICT** *and* **PORT** *of the United States, with the amounts of* **DUTY** *and the June 30,* **1887.**

ABLE.		TOTAL FREE AND DUTIABLE.				Per cent. of total duty collected.	
Additional and penal duties.	Aggregate duties.	Values.	Duties.	Additional and penal duties.	Aggregate duties.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	
.....	.....	18,646.00	2,608.63	.....	2,608.63	(a)	1
.....	2,608.63						
.....	.....	7,032.00	80.06	.....	80.06	(a)	2
.....	80.06						
.....	622.32	1,340.98	713.50	.....	713.50	(a)	3
.....	91.18						
.....	.....	191,826.40	23,830.91	.....	23,830.91	.01	4
.....	23,830.91						
.....	.....	6,669.80	3,413.52	.....	3,413.52	(a)	5
.....	3,413.52						
156.84	387,604.02	12,292,853.00	2,898,493.28	77,181.08	2,975,674.36	1.39	6
.....	2,511,046.10						
8.20	431.20	810,463.00	86,914.80	468.11	87,382.91	.04	7
.....	86,491.80						
.....	.....	97,022.75	33.56	.....	33.56	(a)	8
.....	33.56						
60.11	137,164.15	222,783.00	147,982.62	60.11	148,042.73	.07	9
.....	10,878.58						
.....	.....	1,560.00	.....	.....	.....	.....	10
.....	.....						
.....	.....	11,464.10	318.20	.....	318,20	(a)	11
.....	318.20						
.....	1,069.00	20,352.03	1,596.94	.....	1,596.94	(a)	12
.....	527.94						
4,632.98	12,857,318.71	61,940,909.00	22,550,736.84	134,067.11	22,684,803.95	10.59	13
.....	9,698,051.11						
.....	49.60	441,689.00	27,273.07	.....	27,273.07	.01	14
.....	27,223.47						
.....	.....	51,810.00	.....	.....	.....	.....	15
.....	.....						
.....	.....	3,428.76	1,681.16	.....	1,681.16	(a)	16
.....	1,681.16						
9.49	11,479.84	5,650,655.00	963,876.44	992.09	964,868.53	.45	17
982.60	953,388.69						
.....	.....	346,735.08	30,309.88	.....	30,309.88	.01	18
.....	30,309.88						
.....	123.13	2,123.00	123.13	.....	123.13	(a)	19
.....	.....						
.....	.....	2,414,989.90	323,000.71	305.47	323,306.18	.15	20
305.47	323,306.18						
.....	1,254.84	553,154.25	29,697.73	.....	29,697.73	.01	21
.....	28,442.89						
790.07	1,049,415.45	12,112,275.00	4,463,369.07	77,561.47	4,540,930.54	2.12	22
737.60	3,415,481.29						
169.32	82,287.38	2,381,189.00	799,363.56	433,742.37	1,233,105.93	.58	23
3.15	717,248.65						
.....	233.30	835,032.00	48,792.05	3.80	48,795.85	.02	24
3.80	48,562.55						
54.69	50,797.47	726,438.80	286,553.12	969.75	287,522.87	.13	25
195.06	236,005.40						
.....	7,887.48	67,520.00	15,352.64	.....	15,352.64	.01	26
.....	7,465.16						
.....	1,736.69	106,060.92	71,751.02	3,505.03	75,256.05	.04	27
3.85	70,018.18						
670.50	120,666.36	2,522,551.75	390,563.44	5,822.25	396,385.69	.19	28
1,795.20	272,362.78						
.....	475.65	90,930.24	5,181.38	634.50	5,815.88	(a)	29
4.50	4,710.23						
12.60	5,455.78	29,682.40	5,443.18	12.60	5,455.78	(a)	30
.....	.....						
.....	.....	6,365.94	1,938.68	.....	1,938.68	(a)	31
.....	1,938.68						
.....	43,909.18	104,605.00	46,118.88	.....	46,118.88	.02	32
.....	2,209.70						
.....	62.18	4,067.00	264.76	.....	264.76	(a)	33
.....	202.58						
5.43	1,536.65	689,381.00	148,928.69	10,765.83	159,694.52	.07	34
.....	147,397.47						
220.06	143,668.20	963,567.00	301,998.69	4,007.66	306,006.35	.14	35
181.20	158,731.75						
24.78	5,023.01	127,004.17	26,795.35	24.78	26,820.13	.01	36
.....	21,797.12						

a Less than .01 per cent.

No. 26.—TOTAL VALUES *of* **IMPORTED MERCHANDISE** *entered for* **CONSUMPTION** *during the*

	CUSTOMS DISTRICTS AND PORTS.	Withdrawals from warehouse and entries for immediate consumption.	FREE OF DUTY.		DUTI	
			Values.	Internal-revenue tax and penal duties.*	Values.	Duties.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
37	Gloucester, Mass	Warehouse	.....	.....	51,844.00	429.34
		Immediate	29,971.00	.....	23,798.00	7,465.29
38	Hartford, Conn	Warehouse	10,191.90	139.21	263,591.73	138,940.08
		Immediate	50,675.00	.....	266,930.00	97,809.84
39	Humboldt, Cal	Warehouse	.....	.....	.....	.....
		Immediate	319.00	206.55	5,434.65	1,822.32
40	Huron, Mich	Warehouse	.....	.....	.....	.....
		Immediate	1,475,870.00	.....	604,235.00	143,514.26
41	Indianapolis, Ind	Warehouse	5,220.00	5,820.30	2,576.00	2,176.01
		Immediate	12,707.00	1,979.10	200,897.00	89,562.37
42	Kansas City, Mo	Warehouse	9,561.00	9,652.30	21,143.00	12,292.34
		Immediate	11,754.00	7,675.87	349,331.00	146,727.36
43	Kennebunk, Me	Warehouse	.....	.....	16.00	.....
		Immediate	.....	.....	841.00	157.52
44	Key West, Fla	Warehouse	.....	.....	620,904.35	512,639.55
		Immediate	43,724.94	.....	339,223.56	215,725.69
45	Louisville, Ky	Warehouse	193,858.00	202,663.98	32,868.75	20,277.84
		Immediate	28,869.00	22,232.16	156,582.42	72,288.36
46	Machias, Me	Warehouse	.....	.....	200.00	.....
		Immediate	1,026.50	.....	.....	.....
47	Marblehead, Mass	Warehouse	.....	.....	.....	.....
		Immediate	1,022.00	.....	11,125.25	2,786.17
48	Memphis, Tenn	Warehouse	5,251.00	5,063.59	565.00	440.50
		Immediate	825.00	.....	37,210.17	16,393.29
49	Miami, Ohio	Warehouse	.....	.....	333.85	363.68
		Immediate	11,843.27	.....	37,737.89	16,216.87
50	Michigan, Mich	Warehouse	.....	.....	.....	.....
		Immediate	70.00	.....	.....	.....
51	Milwaukee, Wis	Warehouse	12,829.00	12,033.77	17,914.00	10,250.34
		Immediate	37,344.00	1,666.50	532,644.00	223,977.20
52	Minnesota, Minn	Warehouse	36,837.00	3,438.90	71,552.00	37,979.13
		Immediate	548,322.79	6,042.31	392,635.08	156,862.53
53	Mobile, Ala	Warehouse	.....	.....	.....	.....
		Immediate	29,735.00	.....	31,811.00	18,815.12
54	Montana and Idaho	Warehouse	.....	.....	.....	.....
		Immediate	2,970.00	.....	2,071.00	492.32
55	Newark, N. J	Warehouse	.....	.....	1,745.00	207.75
		Immediate	21,783.00	.....	10,311.00	1,484.73
56	New Bedford, Mass	Warehouse	.....	.....	126,689.00	23,638.55
		Immediate	39,121.00	.....	32,181.00	5,385.43
57	Newburyport, Mass	Warehouse	.....	.....	102.72	.....
		Immediate	72.00	.....	5,979.97	1,967.58
58	New Haven, Conn	Warehouse	660.00	664.16	393,547.76	220,787.05
		Immediate	85,561.27	.....	72,632.76	21,431.24
59	New London, Conn	Warehouse	.....	.....	79,659.41	14,247.48
		Immediate	14,792.59	.....	587.32	395.68
60	New Orleans, La	Warehouse	329.00	.....	526,662.00	346,244.86
		Immediate	5,242,626.00	.....	3,437,804.00	1,941,652.54
61	Newport, R. I	Warehouse	.....	.....	.....	.....
		Immediate	20.00	.....	4,048.53	1,009.83
62	New York, N. Y	Warehouse	867,247.00	421,431.30	75,647,748.00	44,591,805 07
		Immediate	150,499,159.00	265,684.50	223,056,792.00	98,907,418.41
63	Niagara, N. Y	Warehouse	.....	.....	.....	.....
		Immediate	887,582.00	.....	2,029,607.00	354,641.16
64	Norfolk and Portsmouth, Va.	Warehouse	.....	.....	625.00	73.00
		Immediate	45,498.00	.....	54,412.00	30,264.59
65	Oregon, Oregon	Warehouse	.....	.....	6.00	2.16
		Immediate	250.00	.....	231,188.00	79,120.24
66	Oswegatchie, N. Y	Warehouse	.....	.....	421.50	584.11
		Immediate	678,278.00	.....	1,281,101.00	234,136.81
67	Oswego, N. Y	Warehouse	.....	.....	1,816,425.00	272.651.74
		Immediate	38,768.00	.....	2,166,271.00	349,546.53
68	Pamlico, N. C	Warehouse	.....	.....	.....	.....
		Immediate	3,975.00	.....	4,206.00	1,410.42
69	Paso del Norte, Tex. and N. Mex.	Warehouse	140.00	.....	397.00	560.90
		Immediate	3,342,724.00	.....	178,045.00	48,744.78
70	Passamaquoddy, Me	Warehouse	.....	.....	5,416.00	.....
		Immediate	282,353.00	.....	278,260.00	77,969.65
71	Pearl River, Miss	Warehouse	.....	.....	.....	.....
		Immediate	3,418.00	.....	28,222.00	3,361.73
72	Pensacola, Fla	Warehouse	.....	.....	.....	.....
		Immediate	46,164.63	.....	10,155.17	7,147.12
73	Perth Amboy, N. J	Warehouse	.....	.....	137,173.00	36,890.49
		Immediate	485.00	.....	337,493.00	109,169.54

* See note on page 702.

for **IMMEDIATE CONSUMPTION** *and withdrawn from* **WAREHOUSE**
Year *ending June* 30, **1887**—Continued.

ABLE.		TOTAL FREE AND DUTIABLE.				Per cent. of total duty collected.	
Additional and penal duties.	Aggregate duties.	Values.	Duties.	Additional and penal duties.	Aggregate duties.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	
4.39	433.73	105,613.00	7,894.63	4.39	7,899.02	(a)	37
.....	7,465.29						
116.20	139,056.28	591,387.73	236,749.92	255.41	237,005.33	.11	38
.....	97,809.84						
.....	.....	5,753.65	1,822.32	206.55	2,028.87	(a)	39
.....	1,822.32						
.....	.....	2,080,105.00	143,514.26	.....	143,514.26	.07	40
.....	143,514.26						
.....	2,176.01	221,400.00	91,738.38	7,799.40	99,537.78	.05	41
.....	89,562.37						
4.30	12,296.64	391,789.00	159,019.70	17,336.04	176,355.74	.08	42
3.57	146,730.93						
.....	.....	857.00	157.52	.....	157.52	(a)	43
.....	157.52						
5.00	512,644.55	1,003,852.85	728,365.24	5.00	728,370.24	.34	44
.....	215,729.69						
242.27	20,520.11	412,178.17	92,566.20	225,161.25	317,727.45	.15	45
22.84	72,311.20						
.....	.....	1,226.50	.....	.....	.....	.....	46
.....	.....						
.....	.....	13,047.25	2,786.17	.....	2,786.17	(a)	47
.....	2,786.17						
.....	440.50	43,851.17	16,833.79	5,063.59	21,897.38	.01	48
.....	16,393.29						
.....	363.68	49,915.01	16,580.55	.....	16,580.55	.01	49
.....	16,216.87						
.....	.....	70.00	.....	.....	.....	.....	50
.....	.....						
13.09	10,263.43	600,731.00	234,227.54	13,713.36	247,940.90	.12	51
.....	223,977.20						
148.47	38,127.60	1,049,346.87	194,841.66	9,629.68	204,471.34	.10	52
.....	156,862.53						
.....	.....	61,546.00	18,815.12	.....	18,815.12	.01	53
.....	18,815.12						
.....	.....	5,041.00	492.32	.....	492.32	(a)	54
.....	492.32						
.....	207.75	33,839.00	1,692.48	.....	1,692.48	(a)	55
.....	1,484.73						
.....	23,638.55	197,991.00	29,023.98	.....	29,023.98	.01	56
.....	5,385.43						
.....	.....	6,154.69	1,967.58	.....	1,967.58	(a)	57
.....	1,967.58						
.....	220,787.05	552,401.79	242,218.29	664.16	242,882.45	.11	58
.....	21,431.24						
36.60	14,284.08	95,039.32	14,643.16	36.60	14,679.76	.01	59
.....	395.68						
1,262.08	347,506.94	9,207,421.00	2,287,897.40	1,945.88	2,289,843.28	1.07	60
683.80	1,942,336.34						
.....	.....	4,068.53	1,009.83	.....	1,009.93	(a)	61
.....	1,009.83						
44,794.10	44,636,595.17	450,070,946.00	143,499,223.48	857,058.90	144,356,282.38	67.39	62
125,149.00	99,032,567.41						
.....	.....	2,917,189.00	354,641.16	545.20	355,186.36	.17	63
545.20	355,186.36						
.....	73.00	100,535.00	30,337.59	.....	30,337.59	.01	64
.....	30,264.59						
.....	2.16	231,444.00	79,122.40	.....	79,122.40	.04	65
.....	79,120.24						
23.97	608.08	1,959,800.50	234,720.92	1,241.77	235,962.69	.11	66
1,217.80	235,354.61						
.....	272,651.74	4,021,464.00	622,198.27	.....	622,198.27	.29	67
.....	349,546.53						
.....	.....	8,181.00	1,410.42	.....	1,410.42	(a)	68
.....	1,410.42						
.....	560.90	3,521,306.00	49,305.68	.....	49,305.68	.02	69
.....	48,744.78						
.....	.....	566,029.00	77,969.65	.....	77,969.65	.04	70
.....	77,969.65						
.....	.....	31,640.00	3,361.73	.....	3,361.73	(a)	71
.....	3,361.73						
.....	.....	56,319.80	7,147.12	.....	7,147.12	(a)	72
.....	7,147.12						
.....	36,890.49	475,151.00	146,060.03	.....	146,060.03	.07	73
.....	109,169.54						

a Less than .01 per cent.

No. 26.—TOTAL VALUES *of* **IMPORTED MERCHANDISE** *entered for* **CONSUMPTION** *during the*

	CUSTOMS DISTRICTS AND PORTS.	Withdrawals from warehouse and entries for immediate consumption.	FREE OF DUTY.		DUTI	
			Values.	Internal-revenue tax and penal duties.*	Values.	Duties.
			Dollars.	*Dollars.*	*Dollars.*	*Dollars.*
74	Philadelphia, Pa	Warehouse	42,468.00	29,683.80	12,211,415.00	8,975,267.53
		Immediate	5,945,291.00	9,576.90	22,094,054.89	8,651,755.86
75	Pittsburgh, Pa	Warehouse	29,099.00	27,031.60	393,166.00	175,885.87
		Immediate	18,442.00	5,282.55	770,400.00	341,313.88
76	Plymouth, Mass	Warehouse	.....	.....	368,735.00	77,656.83
		Immediate	.....	.....	.....	.....
77	Portland and Falmouth, Me.	Warehouse	40,406.00	.....	1,161,690.00	656,565.71
		Immediate	241,685.00	.....	510,652.16	175,436.02
78	Portsmouth, N. H	Warehouse	.....	.....	397.00	247.87
		Immediate	28,957.00	.....	2,994.30	790.22
79	Providence, R. I	Warehouse	1,500.00	1,586.70	43,056.00	32,515.30
		Immediate	106,267.00	1,584.45	426,425.00	179,519.13
80	Puget's Sound, Wash	Warehouse	.....	.....	.....	.....
		Immediate	285,761.00	.....	62,057.00	32,925.42
81	Richmond, Va	Warehouse	.....	.....	.....	.....
		Immediate	22,259.00	.....	93,280.00	39,905.07
82	Saco, Me	Warehouse	.....	.....	.....	.....
		Immediate	95.92	.....	.....	.....
83	Salem and Beverly, Mass.	Warehouse	.....	.....	10,247.00	9,087.42
		Immediate	9,910.00	.....	117,242.50	20,184.32
84	Saluria, Tex	Warehouse	.....	.....	.....	.....
		Immediate	111,799.00	.....	98,384.00	33,120.02
85	San Diego, Cal	Warehouse	.....	.....	.....	.....
		Immediate	73,923.58	.....	111,668.44	27,217.56
86	Sandusky, Ohio	Warehouse	.....	.....	.....	.....
		Immediate	45,250.00	.....	8,411.15	4,149.25
87	San Francisco, Cal	Warehouse	101,550.00	85,205.01	2,432,878.00	1,996,077.43
		Immediate	28,161,865.00	37,882.71	9,633,806.00	4,477,647.96
88	Savannah, Ga	Warehouse	.....	.....	23,202.00	14,056.09
		Immediate	158,238.00	.....	24,657.00	16,107.96
89	Saint Augustine, Fla	Warehouse	.....	.....	.....	.....
		Immediate	1,756.35	.....	78.86	19.35
90	Saint John's, Fla	Warehouse	.....	.....	.....	.....
		Immediate	6,335.00	.....	3,515.91	1,759.28
91	Saint Joseph, Mo	Warehouse	6,226.00	5,642.82	375.00	767.10
		Immediate	9,183.00	1,905.36	93,154.10	46,491.67
92	Saint Louis, Mo	Warehouse	52,697.00	49,732.35	471,132.00	304,235.88
		Immediate	327,362.00	28,858.50	2,640,015.80	1,226,868.46
93	Stonington, Conn	Warehouse	.....	.....	.....	.....
		Immediate	1,150.00	.....	5,012.00	1,197.76
94	Superior, Mich	Warehouse	.....	.....	.....	.....
		Immediate	72,872.00	.....	32,974.02	7,384.40
95	Teche, La	Warehouse	.....	.....	.....	.....
		Immediate	421,954.00	.....	115.00	23.00
96	Vermont, Vt	Warehouse	56.00	.....	23,107.00	4,487.50
		Immediate	1,566,183.00	.....	3,310,544.50	692,297.18
97	Waldoborough, Me	Warehouse	.....	.....	752.00	41.00
		Immediate	62,189.71	.....	304.47	98.37
98	Willamette, Oregon	Warehouse	249.00	.....	46,018.16	51,038.14
		Immediate	56,350.71	.....	306,162.23	128,418.43
99	Wilmington, Cal	Warehouse	.....	.....	.....	.....
		Immediate	.....	.....	341,080.99	91,441.93
100	Wilmington, N. C	Warehouse	.....	.....	408.00	299.93
		Immediate	87,637.00	.....	47,848.00	19,574.88
101	Wiscasset, Me	Warehouse	.....	.....	3,247.00	.....
		Immediate	10,495.00	.....	545.00	420.00
102	Yorktown, Va	Warehouse	.....	.....	.....	.....
		Immediate	68,090.39	.....	180,470.46	53,770.99
	PORTS OF DELIVERY.					
103	Albany, N. Y	Warehouse	1,350.00	1,487.49	537,537.00	102,154.19
104	Dubuque, Iowa	Warehouse	1,100.00	907.20	.....	.....
105	Omaha, Nebr	Warehouse	415.00	267.30	42,772.00	26,270.56
106	Wheeling, W. Va	Warehouse	4,710.00	5,021.10	1,056.00	475.20
	Total		233,093,659.15	1,997,146.85	450,325,321.55	212,032,423.90
	WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.		2,219,077.90	1,270,802.40	122,483,600.32	73,574,068.04
	IMMEDIATE ENTRIES FOR CONSUMPTION		230,874,581.25	726,344.45	327,841,721.23	138,458,355.86
	TOTAL ENTERED INTO CONSUMPTION		233,093,659.15	1,997,146.85	450,325,321.55	212,032,423.90

* See note on page 702.

a Less than .01 per cent.

for **IMMEDIATE CONSUMPTION** *and withdrawn from* **WAREHOUSE** **Year** *ending June* 30, **1887**—Continued.

ABLE.		TOTAL FREE AND DUTIABLE.				Per cent. of total duty collected.	
Additional and penal duties.	Aggregate duties.	Values.	Duties.	Additional and penal duties.	Aggregate duties.		
Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Per cent.*	
2,135.46	8,977,402.99	40,293,228.89	17,627,023.39	41,448.46	17,668,471.85	8.25	74
52.30	8,651,808.16						
.....	175,885.87	1,211,107.00	517,199.75	32,314.15	549,513.90	.26	75
.....	341,313.88						
.....	77,656.83	368,735.00	77,656.83	.....	77,656.83	.04	76
.....	.....						
14.86	656,580.57	1,954,433.16	832,001.73	14.86	832,016.59	.39	77
.....	175,436.02						
.....	247.87	32,348.30	1,038.09	.....	1,038.09	(*a*)	78
.....	790.22						
78.05	32,593.35	577,248.00	212,034.43	3,249.20	215,283.63	.10	79
.....	179,519.13						
.....	.....	347,818.00	32,925.42	.....	32,925.42	.02	80
.....	32,925.42						
.....	.....	115,539.00	39,905.07	.....	39,905.07	.02	81
.....	39,905.07						
.....	.....	95.92	.....	.....	.....	.....	82
.....	.....						
.....	9,087.42	137,399.50	29,271.74	.....	29,271.74	.01	83
.....	20,184.32						
.....	.....	210,183.00	33,120.02	.....	33,120.00	.02	84
.....	33,120.02						
.....	.....	185,592.02	27,217.56	25.50	27,243.06	.01	85
25.50	27,243.06						
.....	.....	53,661.15	4,149.25	.....	4,149.25	(*a*)	86
.....	4,149.25						
4,372.46	2,000,449.89	40,330,099.00	6,473,725.39	127,460.18	6,601,185.57	3.08	87
.....	4,477,647.96						
.....	14,056.09	206,097.00	30,164.05	.....	30,164.05	.01	88
.....	16,107.96						
.....	.....	1,835.21	19.35	.....	19.35	(*a*)	89
.....	19.35						
.....	.....	9,850.91	1,759.28	.....	1,759.28	(*a*)	90
.....	1,759.28						
29.25	796.35	108,938.10	47,258.77	7,577.43	54,836.20	.03	91
.....	46,491.67						
259.98	304,495.86	3,491,206.80	1,531,104.34	78,850.83	1,609,955.17	.75	92
.....	1,226,868.46						
.....	.....	6,162.00	1,197.76	.....	1,197.76	(*a*)	93
.....	1,197.76						
.....	.....	105,846.02	7,384.40	.....	7,384.40	(*a*)	94
.....	7,384.40						
.....	.....	422,069.00	23.00	.....	23.00	(*a*)	95
.....	23.00						
35.84	4,523.34	4,899,890.50	696,784.68	35.84	696,820.52	.33	96
.....	692,297.18						
.....	41.00	63,246.18	139.37	.....	139.37	(*a*)	97
.....	98.37						
405.47	51,443.61	408,780.10	179,456.57	405.47	179,862.04	.08	98
.....	128,418.43						
.....	.....	341,080.99	91,441.93	.....	91,441.93	.04	99
.....	91,441.93						
.....	299.93	135,893.00	19,874.81	.....	19,874.81	.01	100
.....	19,574.88						
.....	.....	14,287.00	420.00	.....	420.00	(*a*)	101
.....	420.00						
.....	.....	248,560.85	53,770.99	.....	53,770.99	.03	102
.....	53,770.99						
4.90	102,159.09	538,887.00	102,154.19	1,492.39	103,646.58	.05	103
.....	.....	1,100.00	.....	907.20	907.20	(*a*)	104
24.65	26,295.21	43,187.00	26,270.56	291.95	26,562.51	.01	105
.....	475.20	5,766.00	475.20	5,021.10	5,496.30	(*a*)	106
192,738.90	212,225,162.80	683,418,980.70	212,032,423.90	2,189,885.75	214,222,309.65	*b*100.00	
60,826.46	73,634,894.50	124,702,678.22	73,574,068.04	1,331,628.86	74,905,696.90	.....	
131,912.44	138,590,268.30	558,716,302.48	138,458,355.86	858,256.89	139,316,612.75	.....	
192,738.90	212,225,162.80	683,418,980.70	212,032,423.90	2,189,885.75	214,222,309.65	.....	

b The total duty collected at the ports marked (*a*) represents .01 per cent. of aggregate duty collected.

STATEMENTS NOS. 27 TO 32, INCLUSIVE.

No. 27.—*Products* of the *American Whale Fisheries.*

No. 28.—*Guano* brought *from Bonded Islands.*

No. 29.—*Lumber, etc., the Product of Maine,* sawed or hewn in New Brunswick and brought back into the United States.

No. 30.—Shipments of *Domestic Merchandise* between New York and San Francisco, *via the Isthmus of Panama.*

No. 31.—Shipments of *Foreign Merchandise* between New York and San Francisco, *via the Isthmus of Panama.*

No. 32.—Movement of Vessels between the Atlantic and Pacific Ports of the United States on voyages around *Cape Horn.*

NOTE.—The above statements are not included in any other form of statement in this report, nor are the transactions reported therein considered as forming any part of the import and export trade of the country.

PRODUCTS OF AMERICAN WHALE FISHERIES.

No. 27.—*Statement showing the Quantities and Values of the* **PRODUCTS OF THE WHALE FISHERIES**, *taken by American vessels and fishermen, brought into the United States, during the* **Year** *ending June* 30, **1887.**

PRODUCTS.	Quantities.	Values.
		Dollars.
Sperm-oil ..... galls..	611,807	447,769
Other whale oil ..... galls..	764,750	212,335
Whalebone or baleen, split or unsplit ..... lbs..	337,508	483,557
Ambergris ..... lbs..	138	16,200
Other whale products	.....	1,173
Other products of American whale fisheries	.....	9,114
Total ..... tons..	8,226	1,170,148

GUANO FROM BONDED ISLANDS.

No. 28.—*Statement showing the Quantity and Value of* **GUANO** *brought from* **ISLANDS, ROCKS,** *or* **KEYS** *appertaining to the United States and admitted free of duty into the United States, during the* **Year** *ending June* 30, **1887.**

CUSTOMS DISTRICTS.	Whence brought.	Quantities.	Values.
		Tons.	*Dollars.*
Baltimore, Md	Navassa Island	6,416	40,171
New Bedford, Mass	Pedro Keys	1,130	5,700
	Aves Island	530	5,300
Mobile, Ala	Swan Island	150	4,500
Total	..... tons..	8,226	55,671

LUMBER, THE PRODUCE OF MAINE.

No. 29.—*Statement showing the Quantity and Value of* **LUMBER,** *etc., the* **PRODUCE** *of the State of* **MAINE,** *upon the St. John and St. Croix Rivers and their tributaries, owned by American citizens, sawed or hewn in the Province of New Brunswick by American citizens, and admitted free of duty into the United States under the provisions of Article* 3 *of the Treaty of Washington, dated November* 10, 1842, *and sections* 2508 *and* 2509 *of the Revised Statutes, during the* **Year** *ending June* 30, **1887.**

ARTICLES.	Quantities.	Values.
		Dollars.
Boards, clapboards, deals, plank, joists, and scantling ..... M feet..	102,628	1,049,705
Laths, palings, pickets, curtain-sticks, broom-handles, and bed-slats .. M..	78,459	125,233
Shingles ..... M..	43,754	90,746
Box-shooks	.....	3,219
Other shooks, staves, and headings	.....	2,987
All other lumber	.....	1,965
Fire-wood ..... cords..	2	5
Hop, hoop, telegraph, and other poles	.....	1,166
Logs, masts, spars, and other whole timber	.....	58,240
Timber, sawed and hewed ..... cubic feet..	5,666	825
Total	.....	1,334,031

TRADE BETWEEN NEW YORK AND SAN FRANCISCO VIA ISTHMUS OF PANAMA.

No. 30.—*Statement showing the Quantities and Values of* **DOMESTIC MERCHANDISE** *shipped from* NEW YORK *to* SAN FRANCISCO, *and from* SAN FRANCISCO *to* NEW YORK, *via the Isthmus of Panama, during the* **Year** *ending June* 30, **1887.**

[Abbreviation: n. e. s., not elsewhere specified.]

ARTICLES.	FROM NEW YORK TO SAN FRANCISCO.		FROM SAN FRANCISCO TO NEW YORK.	
	Quantities.	Values.	Quantities.	Values.
		Dollars.		*Dollars.*
AGRICULTURAL IMPLEMENTS:				
Plows and cultivators, and parts of	.....	1,460	.....	.....
All other, and parts of	.....	1,362	.....	.....
Art-works: Paintings and statuary	.....	482	.....	.....
Billiard and pool tables and apparatus	.....	675	.....	.....
Blacking	.....	2,915	.....	.....
Bones, hoofs, horns, and horn tips, strips, and waste	.....	.....	.....	870
Books, maps, engravings, and other printed matter	.....	1,959	.....	2,280
Brass, and manufactures of	.....	1,144	.....	.....
BREADSTUFFS:				
Barley ... bush	.....	.....	164,699	94,984
All other breadstuffs, and preparations of, used as food	.....	659	.....	.....
Brooms and brushes	.....	544	.....	.....
Carriages and horse-cars, and parts of	.....	4,942	.....	.....
Casings for sausages	.....	.....	.....	2,420
CHEMICALS, DRUGS, DYES, AND MEDICINES:				
Ashes, pot and pearl ... lbs	96,810	5,189	.....	.....
Dyes and dyestuffs	.....	75	.....	.....
Medicines, patent or proprietary	.....	630	.....	.....
All other	.....	57,511	.....	191,855
Total	.....	63,405	.....	191,855
Clocks, and parts of	.....	793	.....	.....
Coffee and cocoa, ground or prepared, and chocolate	.....	28	.....	.....
COPPER, MANUFACTURES OF:				
Ingots, bars, and old ... lbs	76,060	7,732	1,100	140
Sheets ... lbs	89,328	13,411	.....	.....
All other manufactures of	.....	5,752	.....	15,922
Total	.....	26,895	.....	16,062
COTTON, MANUFACTURES OF:				
Cloths, colored ... yards	1,200	175	.....	.....
Cloths, uncolored ... yards	1,470,175	113,062	.....	.....
Total ... yards	1,471,375	113,237	.....	.....
Wearing-apparel	.....	7,361	.....	.....
All other	.....	5,579	.....	.....
Total, manufactures of	.....	126,177	.....	.....
EARTHEN, STONE, AND CHINA WARE:				
Earthen and stone ware	.....	3,044	.....	.....
China ware	.....	1,229	.....	.....
Total	.....	4,273	.....	.....
FANCY ARTICLES:				
Perfumery and cosmetics	.....	975	.....	.....
Toys	.....	252	.....	.....
All other	.....	713	.....	330
Total	.....	1,940	.....	330
Fertilizers ... tons	.....	.....	139	1,825

No. 30.—DOMESTIC MERCHANDISE, *etc., shipped from* NEW YORK *to* SAN FRANCISCO, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

ARTICLES.	FROM NEW YORK TO SAN FRANCISCO.		FROM SAN FRANCISCO TO NEW YORK.	
	Quantities.	Values.	Quantities.	Values.
FISH:				
Salmon—		*Dollars.*		*Dollars.*
Canned	.....	.....	.....	129,216
Other	.....	.....	.....	2,480
Fish, dried, smoked, and cured, n. e. s ..... lbs.	24,950	3,060	.....	.....
Total	.....	3,060	.....	131,696
FLAX, HEMP, AND JUTE, MANUFACTURES OF:				
Cordage ..... lbs.	34,529	3,050	.....	.....
Twine	.....	4,846	.....	.....
All other	.....	2,857	.....	.....
Total	.....	10,753	.....	.....
FRUITS:				
Apples, dried ..... lbs.	300	16	.....	.....
Fruits, preserved—				
Canned	.....	.....	.....	14,751
Other	.....	333	.....	.....
Total	.....	349	.....	14,751
Glass and glassware	.....	24,969	.....	1,772
Glucose or grape-sugar ..... lbs.	2,250	82	.....	.....
Glue ..... lbs.	9,066	1,178	65,993	8,100
Grease, grease scraps, and all soap-stock	.....	8,448	.....	430
Gunpowder and other explosives	.....	2,614	.....	.....
Hair, and manufactures of	.....	198	.....	610
Hides and skins, other than furs	.....	.....	.....	16,154
Honey	.....	.....	.....	7,435
Hops ..... lbs.	.....	.....	51,446	5,265
INDIA-RUBBER AND GUTTA-PERCHA, MANUFACTURES OF:				
Boots and shoes ..... pairs.	6,684	8,837	.....	.....
All other	.....	4,646	.....	111
Total	.....	13,483	.....	111
Ink, printers' and other	.....	3,053	.....	.....
Instruments and apparatus for scientific purposes, including telegraph, telephone, and other electric	.....	538	.....	.....
IRON AND STEEL, AND MANUFACTURES OF:				
Band, hoop, and scroll iron ..... lbs.	117,456	5,288	.....	.....
Bar-iron ..... lbs.	523,359	18,933	.....	.....
Car-wheels ..... number.	228	2,467	.....	.....
Castings, n. e. s	.....	620	.....	.....
Cutlery	.....	391	.....	.....
Fire-arms	.....	47	.....	.....
Ingots, bars, and rods of steel ..... lbs.	246,383	16,531	.....	.....
Locks, hinges, and other builders' hardware	.....	46,218	.....	.....
Machinery, n. e. s	.....	26,760	.....	4,736
Nails and spikes ..... lbs.	4,674,400	146,771	.....	.....
Plates and sheets—				
Of iron ..... lbs.	986,628	46,534	.....	.....
Of steel ..... lbs.	428,233	35,246	.....	.....
Railroad bars or rails—				
Of steel ..... tons.	405	16,681	.....	.....
Saws and tools	.....	17,717	.....	2,550
Scales and balances	.....	3,545	.....	.....
Sewing-machines, and parts of	.....	49	.....	.....
Steam-engines, and parts of—				
Stationary engines ..... number.	1	174	.....	.....
Boilers and parts of engines	.....	156	.....	14,800
Stoves and ranges, and parts of	.....	1,668	.....	.....
Wire ..... lbs.	960,287	35,780	.....	.....
All other manufactures of iron and steel	.....	424,560	.....	175
Total	.....	846,136	.....	22,261
Lamps, chandeliers, and all devices and appliances for illuminating purposes	.....	399	.....	.....
Lead and manufactures of	.....	2,503	.....	131,006

No. 30.—DOMESTIC MERCHANDISE, *etc., shipped from* NEW YORK *to* SAN FRANCISCO, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

ARTICLES.	FROM NEW YORK TO SAN FRANCISCO.		FROM SAN FRANCISCO TO NEW YORK,	
	Quantities.	Values.	Quantities.	Values.
LEATHER, AND MANUFACTURES OF:				
Leather—		*Dollars.*		*Dollars.*
Buff, grain, splits, and all finished upper-leather	.....	303	.....	1,494
Sole ..... lbs.	.....	.....	34,828	6,607
All other	.....	49	.....	.....
Manufactures of—				
Boots and shoes ..... pairs	1,512	1,705	.....	.....
Harness and saddles	.....	877	.....	185
All other	.....	93	.....	7,280
Total	.....	3,027	.....	15,566
MALT LIQUORS:				
In bottles ..... doz	30	62	.....	.....
MARBLE AND STONE, AND MANUFACTURES OF:				
Unmanufactured	.....	1,707	.....	.....
Manufactures of	.....	2,835	.....	.....
MUSICAL INSTRUMENTS:				
Piano-fortes ..... number	6	1,675	.....	.....
All other, and parts of	.....	316	.....	.....
NAVAL STORES:				
Rosin ..... bbls	1,182	3,546	.....	.....
Oakum ..... lbs	10,000	579	.....	.....
OILS:				
Animal—				
Lard ..... galls	29,950	18,135	.....	.....
Whale and fish ..... galls	.....	.....	37,706	11,050
Mineral, refined or manufactured—				
Lubricating and heavy paraffine oil ..... galls	113,539	32,579	.....	.....
Vegetable—				
Cotton-seed ..... galls	660	264	.....	.....
Volatile or essential	.....	260	.....	.....
Other	.....	140	.....	8,874
Ore, gold and silver bearing	.....	.....	.....	10,900
Paints and painters' colors	.....	22,951	.....	.....
PAPER, AND MANUFACTURES OF:				
Paper-hangings	.....	1,198	.....	.....
Writing-paper and envelopes	.....	858	.....	278
All other	.....	6,562	.....	.....
Total	.....	8,618	.....	278
Paraffine, and paraffine wax ..... lbs	18,635	1,498	.....	.....
Quicksilver ..... lbs	.....	.....	179,240	90,800
Rags ..... lbs	.....	.....	3,029,588	68,379
Seeds	.....	393	.....	43,410
SOAP:				
Toilet or fancy	.....	103	.....	.....
All other ..... lbs	474,691	25,208	.....	.....
Spices, ground or prepared	.....	126	.....	.....
SPIRITS:				
Whisky—				
Bourbon ..... proof galls	430	2,016	.....	.....
Rye ..... proof galls	2,407	2,800	.....	.....
All other ..... proof galls	80	228	9,253	17,201
Total ..... proof galls	2,917	5,044	9,253	17,201
Stationery, except of paper	.....	1,785	.....	.....
Straw and palm-leaf, manufactures of	.....	429	.....	.....
SUGAR AND MOLASSES:				
Molasses and sirup ..... galls	250	125	15,670	2,352
Sugar, refined ..... lbs	.....	.....	620,403	34,122
Candy and confectionery	.....	.....	.....	51
Total	.....	125	.....	36,525
Tin, manufactures of	.....	66,496	.....	.....

No. 30.—DOMESTIC MERCHANDISE, *etc., shipped from* NEW YORK *to* SAN FRANCISCO, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

ARTICLES.	FROM NEW YORK TO SAN FRANCISCO.		FROM SAN FRANCISCO TO NEW YORK.	
	Quantities.	Values.	Quantities.	Values.
TOBACCO, AND MANUFACTURES OF:		*Dollars.*		*Dollars.*
Leaf ..... lbs..	49,500	9,359	.....	.....
Stems and trimmings ..... lbs..	11	370	.....	.....
Cigars ..... M..	15	45	.....	.....
All other manufactures of	.....	978	.....	.....
Total	.....	10,752	.....	.....
Umbrellas, parasols, and sunshades	.....	73	.....	.....
Varnish ..... galls..	11,895	15,727	.....	.....
VEGETABLES:				
Pease and beans ..... bush..	.....	.....	47,031	48,081
Vegetables, canned	.....	350	.....	.....
All other, including pickles	.....	4,488	.....	.....
Total	.....	4,838	.....	48,081
Vinegar ..... galls..	500	200	3,785	1,192
Wax, bees' ..... lbs..	.....	.....	2,419	605
WINE:				
In bottles ..... doz..	1	15	600	2,679
Not in bottles ..... galls..	.....	.....	667,789	294,170
Total	.....	15	.....	296,849
WOOD, AND MANUFACTURES OF:				
Lumber—				
Hoops and hoop-poles	.....	1,240	.....	.....
Shingles ..... M..	.....	.....	140	240
Staves and headings	.....	825	.....	.....
Manufactures of—				
Moldings, trimmings, and other house-finishings	.....	150	.....	.....
Hogsheads and barrels, empty	.....	490	.....	.....
Household furniture	.....	12,742	.....	3,800
Woodenware	.....	255	.....	.....
All other	.....	8,458	.....	2,540
Total	.....	24,160	.....	6,580
WOOL, AND MANUFACTURES OF:				
Wool, raw ..... lbs..	.....	.....	3,043,417	671,962
Carpets ..... yards..	32,220	30,081	.....	.....
Flannels and blankets	.....	1,362	.....	2,200
Wearing-apparel	.....	3,995	.....	5,500
All other manufactures of	.....	413	.....	4,165
Total, manufactures of	.....	35,851	.....	11,865
ZINC, AND MANUFACTURES OF:				
Ore or oxide ..... tons..	8	828	.....	.....
Pigs, bars, plates, and sheets ..... lbs..	16,715	879	.....	.....
All other manufactures of	.....	172	.....	.....
ALL ARTICLES NOT ELSEWHERE ENUMERATED:				
Unmanufactured articles	.....	63	.....	.....
Manufactured articles	.....	4,418	.....	.....
TOTAL VALUE OF DOMESTIC MERCHANDISE	.....	1,450,275	.....	1,990,334

No. 31.—*Statement showing the Quantities and Values of* **FOREIGN MERCHANDISE** *shipped from* NEW YORK *to* SAN FRANCISCO *and from* SAN FRANCISCO *to* NEW YORK, *via the Isthmus of Panama, during the* **Year** *ending June* 30, **1887.**

[Abbreviation: n. e. s., not elsewhere specified.]

ARTICLES.	FROM NEW YORK TO SAN FRANCISCO.		FROM SAN FRANCISCO TO NEW YORK.	
	Quantities.	Values.	Quantities.	Values.
Free of duty.		*Dollars.*		*Dollars.*
Asphaltum or bitumen, crude ..... lbs.	1,950	30	.....	.....
CHEMICALS, DRUGS, AND DYES, N. E. S.:				
Dye-woods in sticks	.....	756	.....	.....
All other	.....	3,162	.....	1,425
Cocoa or cacao, crude, and leaves and shells of ... lbs.	17,200	2,797	40,450	6,250
Coffee ..... lbs.	202,700	20,468	203,078	35,726
Farinaceous substances and preparations of, n. e. s ...	.....	.....	.....	775
Fruits, including nuts, n. e. s.	.....	3,367	.....	.....
Hides and skins, other than furs	.....	940	.....	3,150
Ivory, vegetable ..... lbs.	.....	.....	70,000	1,400
OILS, N. E. S.:				
Fixed or expressed ..... lbs.	338	18	.....	.....
Volatile or essential ..... lbs.	98	181	.....	.....
Seeds, not medicinal, n. e. s	.....	3,182	.....	.....
SPICES, UNGROUND:				
Nutmegs ..... lbs.	.....	.....	4,745	891
Pepper ..... lbs.	16,150	2,680	.....	.....
All other ..... lbs.	16,481	2,217	39,729	10,057
Total ..... lbs.	32,631	4,897	44,474	10,948
Tea ..... lbs.	1,500	601	124,360	19,118
Sugar, brown (admitted free under reciprocity treaty with Hawaiian Islands) ..... lbs.	.....	.....	1,710,420	55,988
TOTAL FREE OF DUTY	.....	40,399	.....	134,780
Dutiable.				
Cement ..... bbls.	500	2,500	.....	.....
CHEMICALS, DRUGS, DYES, AND MEDICINES, N. E. S.:				
Caustic soda ..... lbs.	162,670	4,535	.....	.....
All other	.....	2,302	.....	.....
Fancy articles	.....	.....	.....	1,250
Fruits, including nuts, n. e. s	.....	2,413	.....	.....
SPIRITS DISTILLED: Brandy ..... proof galls.	423	700	.....	.....
Tobacco, leaf ..... lbs.	1,800	1,285	.....	.....
Wines, in bottles ..... doz.	300	3,900	81	800
Wood, manufactures of	.....	.....	.....	307
All other dutiable articles	.....	.....	.....	365
TOTAL DUTIABLE	.....	17,636	.....	2,722
TOTAL VALUE OF FOREIGN MERCHANDISE	.....	58,035	.....	137,502

MOVEMENT OF VESSELS BETWEEN ATLANTIC AND PACIFIC PORTS OF THE UNITED STATES VIA CAPE HORN.

No. 32.—*Statement showing the Number and Tonnage of* **VESSELS** *which Entered and Cleared from and for voyages between the* **ATLANTIC** *and* **PACIFIC PORTS** *of the* UNITED STATES, *via* **CAPE HORN**, *during the* **Year** *ending June* 30, **1887.**

CUSTOMS DISTRICTS AT WHICH ENTERED.	CUSTOMS DISTRICTS FROM WHICH ENTERED.											
	Baltimore, Md.		New York, N. Y.		Philadelphia, Pa.		Puget Sound, Wash.		San Francisco, Cal.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New York, N. Y.							1	1,951	4	5,218	5	7,169
San Francisco, Cal.	10	14,803	18	31,879	2	3,384					30	50,006
Willamette, Oregon			1	1,272							1	1,272
Total	10	14,803	19	33,151	2	3,384	1	1,951	4	5,218	36	58,507

CUSTOMS DISTRICTS FROM WHICH CLEARED.	CUSTOMS DISTRICTS FOR WHICH CLEARED.											
	New Bedford, Mass.		New York, N. Y.		San Diego, Cal.		Willamette, Oregon.		San Francisco, Cal.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Baltimore, Md.									11	16,094	11	16,094
Boston, Mass.									1	360	1	360
New York, N. Y.					1	637	2	2,657	25	41,539	28	44,833
Philadelphia, Pa.									5	7,736	5	7,736
Puget Sound, Wash.			1	1,878							1	1,878
San Francisco, Cal.	2	2,055	9	14,250							11	16,305
Total	2	2,055	10	16,128	1	637	2	2,657	42	65,729	57	87,206

RECAPITULATION.

	Vessels.	Tons.		Vessels.	Tons.
Cleared from Atlantic ports	45	69,023	Cleared from Pacific ports	12	18,183
Entered at Pacific ports	31	51,338	Entered at Atlantic ports	5	7,169

SECTION II.

IMMIGRATION AND THE PASSENGER MOVEMENT.

YEAR ENDING JUNE 30, 1887.

No. 33.—*Statement, by* **CUSTOMS DISTRICTS,** *showing the Number of* **PASSENGERS** *arrived in the United States during the* **Year** *ending June* 30, **1887.**

[Passengers from the Dominion of Canada and Mexico are not included.]

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	WHOLE NUMBER OF PASSENGERS ARRIVED.									PASSENGERS NOT IMMIGRANTS.									
		Males.	Females.	Total.	Cabin passengers.			Passengers other than cabin.			Citizens of the United States returning from abroad.			Aliens not intending to remain in the United States.			Total non-immigrants.			
					Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
1	Baltimore, Md	20,232	17,200	37,432	486	339	825	19,746	16,861	36,607	855	409	1,264	43	27	70	898	436	1,334	1
2	Barnstable, Mass	37	16	53	3	9	12	34	7	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Boston and Charlestown, Mass	23,296	17,503	40,799	1,302	1,152	2,454	21,994	16,351	38,345	3,054	1,213	4,267	258	65	323	3,312	1,278	4,590	3
4	Bridgeton, N. J	2	2	4	2	2	4	.....	.....	.....	2	2	4	.....	.....	.....	2	2	4	4
5	Charleston, S. C	5	2	7	5	2	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Fairfield, Conn	2	1	3	2	1	3	.....	.....	.....	2	1	3	.....	.....	.....	2	1	3	6
7	Galveston, Tex	379	258	637	66	37	103	313	221	534	65	32	97	53	25	78	118	57	175	7
8	Key West, Fla	6,316	2,558	8,874	5,485	2,374	7,859	831	184	1,015	1,703	638	2,341	1,353	584	1,937	3,056	1,222	4,278	8
9	Mobile, Ala	1	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
10	New Bedford, Mass	334	190	524	27	16	43	307	174	481	16	8	24	.....	.....	.....	16	8	24	10
11	New Haven, Conn	14	12	26	14	12	26	.....	.....	.....	3	3	6	7	5	12	10	8	18	11
12	New London, Conn	1	3	4	1	3	4	.....	.....	.....	1	1	2	.....	.....	.....	1	1	2	12
13	New Orleans, La	2,859	907	3,766	1,014	322	1,336	1,845	585	2,430	*a*858	215	1,073	566	96	662	1,424	311	1,735	13
14	New York, N. Y	285,689	161,248	446,937	49,383	34,985	84,368	236,306	126,263	362,569	34,885	21,376	56,261	10,014	4,657	14,671	44,899	26,033	70,932	14
15	Oregon, Oregon	1	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	1	15
16	Pearl River, Miss	6	3	9	3	3	6	3	.....	3	3	3	6	3	.....	3	6	3	9	16
17	Pensacola, Fla	44	2	46	17	2	19	27	.....	27	9	.....	9	20	1	21	29	1	30	17
18	Philadelphia, Pa	20,997	13,140	34,137	223	215	438	20,774	12,925	33,699	1,924	1,109	3,033	41	15	56	1,965	1,124	3,089	18
19	Portland and Falmouth, Me	1,105	420	1,525	42	18	60	1,063	402	1,465	70	23	93	260	96	356	330	119	449	19
20	Portsmouth, N. H	2	1	3	2	1	3	.....	.....	.....	2	1	3	.....	.....	.....	2	1	3	20
21	Puget Sound, Wash	9,171	1,797	10,968	8,200	1,701	9,901	971	96	1,067	8,507	1,789	10,296	663	6	669	9,170	1,795	10,965	21
22	Saint Augustine, Fla	13	3	16	6	3	9	7	.....	7	.....	.....	.....	6	.....	6	6	.....	6	22
23	Saint John's, Fla	150	81	231	150	79	229	.....	2	2	137	72	209	11	9	20	148	81	229	23
24	San Diego, Cal	5	2	7	4	2	6	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
25	San Francisco, Cal	17,359	1,730	19,089	3,153	1,297	4,450	14,206	433	14,639	*b*12,529	814	13,343	3,633	387	4,020	16,162	1,201	17,363	25
26	Teche, La	14	7	21	5	5	10	9	2	11	7	5	12	7	2	9	14	7	21	26
27	Willamette, Oregon	5	2	7	.....	.....	.....	5	2	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
28	Wilmington, N. C	2	.....	2	1	.....	1	1	.....	1	.....	.....	.....	1	.....	1	1	.....	1	28
29	Yorktown, Va	200	56	256	18	6	24	182	50	232	1	.....	1	10	4	14	11	4	15	29
	Total	388,241	217,144	605,385	69,616	42,586	112,202	318,625	174,558	493,183	*c*64,633	27,714	92,347	16,950	5,979	22,929	81,583	33,693	115,276	

a Includes 1 Chinaman. *b* Includes 11,162 Chinese returning; 10,931 males, 231 females.
c Includes 11,163 Chinese returning; 10,932 males, 231 females.

No. 34.—*Statement, by* **CUSTOMS DISTRICTS,** *of the Number, Age, and Sex of* **IMMIGRANTS** *arrived in the United States during the* **Year** *ending June* 30, **1887.**

[Immigrants from the Dominion of Canada and Mexico not included.]

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	Under 15 years of age.			15 and under 40 years of age.			40 years of age and upward.			Total immigrants.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
1	Baltimore, Md	5,581	5,955	11,536	11,245	8,615	19,860	2,508	2,194	4,702	19,334	16,764	36,098	1
2	Barnstable, Mass	.....	.....	.....	33	16	49	4	.....	4	37	16	53	2
3	Boston and Charlestown, Mass	2,904	2,998	5,902	15,362	11,573	26,935	1,718	1,654	3,372	19,984	16,225	36,209	3
4	Charleston, S. C	.....	.....	.....	4	2	6	1	.....	1	5	2	7	4
5	Galveston, Tex	93	75	168	127	93	220	41	33	74	261	201	462	5
6	Key West, Fla	413	452	865	2,422	769	3,191	425	115	540	3,260	1,336	4,596	6
7	Mobile, Ala	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1	7
8	New Bedford, Mass	66	43	109	217	121	338	35	18	53	318	182	500	8
9	New Haven, Conn	.....	.....	.....	4	4	8	.....	.....	.....	4	4	8	9
10	New London, Conn	.....	1	1	.....	1	1	.....	.....	.....	.....	2	2	10
11	New Orleans, La	234	205	439	972	333	1,305	229	58	287	1,435	596	2,031	11
12	New York, N. Y	35,175	32,479	67,654	181,265	88,450	269,715	24,350	14,286	38,636	240,790	135,215	376,005	12
13	Pensacola, Fla	.....	.....	.....	13	1	14	2	.....	2	15	1	16	13
14	Philadelphia, Pa	3,849	3,435	7,284	13,809	7,623	21,432	1,374	958	2,332	19,032	12,016	31,048	14
15	Portland and Falmouth, Me	65	60	125	674	225	899	36	16	52	775	301	1,076	15
16	Puget Sound, Wash	.....	.....	.....	1	2	3	.....	.....	.....	1	2	3	16
17	Saint Augustine, Fla	.....	.....	.....	7	3	10	.....	.....	.....	7	3	10	17
18	Saint John's, Fla	.....	.....	.....	2	.....	2	.....	.....	.....	2	.....	2	18
19	San Diego, Cal	2	.....	2	3	2	5	.....	.....	.....	5	2	7	19
20	San Francisco, Cal	77	66	143	985	429	1,414	135	34	169	1,197	529	1,726	20
21	Willamette, Oregon	2	1	3	3	1	4	.....	.....	.....	5	2	7	21
22	Wilmington, N. C	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1	22
23	Yorktown, Va	27	20	47	134	28	162	28	4	32	189	52	241	23
	Total	48,488	45,790	94,278	227,284	118,291	345,575	30,886	19,370	50,256	306,658	183,451	490,109	

No. 35.—*Statement, by* **COUNTRIES,** *of the Number, Age, and Sex of* **IMMIGRANTS** *arrived in the United States during the* **Year** *ending June* 30, **1887.**

[Immigrants from the Dominion of Canada and Mexico are not included.]

	COUNTRIES OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	Under 15 years of age.			15 and under 40 years of age.			40 years of age and upward.			Total immigrants.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
1	England	8,027	7,720	15,747	33,296	15,951	49,247	4,656	3,205	7,861	45,979	26,876	72,855	1
2	Ireland	3,760	4,132	7,892	29,363	26,302	55,665	2,326	2,487	4,813	35,449	32,921	68,370	2
3	Scotland	2,214	1,983	4,197	8,810	3,793	12,603	1,109	790	1,899	12,133	6,566	18,699	3
4	Wales	185	174	359	940	371	1,311	86	64	150	1,211	609	1,820	4
5	Great Britain, not specified	.....	.....	.....	3	1	4	.....	.....	.....	3	1	4	5
	Total, Great Britain and Ireland	14,186	14,009	28,195	72,412	46,418	118,830	8,177	6,546	14,723	94,775	66,973	161,748	
6	Austria	1,903	1,866	3,769	10,460	4,186	14,646	1,360	655	2,015	13,723	6,707	20,430	6
7	Bohemia	664	636	1,300	1,515	1,242	2,757	275	247	522	2,454	2,125	4,579	7
8	Hungary	1,157	1,222	2,379	8,523	2,979	11,502	1,041	334	1,375	10,721	4,535	15,256	8
9	Belgium	349	356	705	1,066	444	1,510	255	83	338	1,670	883	2,553	9
10	Denmark	736	679	1,415	4,360	2,095	6,455	352	302	654	5,448	3,076	8,524	10
11	France	412	330	742	2,294	1,288	3,582	506	204	710	3,212	1,822	5,034	11
12	Germany	13,196	13,030	26,226	41,041	26,986	68,027	6,860	5,752	12,612	61,097	45,768	106,865	12
13	Gibraltar	.....	5	5	1	3	4	2	1	3	3	9	12	13
14	Greece	18	1	19	247	6	253	40	1	41	305	8	313	14
15	Italy	4,419	2,997	7,416	27,580	5,725	33,305	5,390	1,421	6,811	37,389	10,143	47,532	15
16	Sicily	13	15	28	32	19	51	8	3	11	53	37	90	16
17	Malta	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1	17
18	Netherlands	782	679	1,461	1,556	918	2,474	370	201	571	2,708	1,798	4,506	18
19	Norway	1,390	1,266	2,656	8,345	3,857	12,202	788	623	1,411	10,523	5,746	16,269	19
20	Portugal	4	6	10	49	29	78	17	5	22	70	40	110	20
21	Roumania	329	282	611	629	565	1,194	129	111	240	1,087	958	2,045	21
22	Russia	3,864	3,516	7,380	12,957	5,918	18,875	1,720	969	2,689	18,541	10,403	28,944	22
23	Finland	58	45	103	1,332	233	1,565	139	15	154	1,529	293	1,822	23
24	Poland	786	660	1,446	2,996	1,141	4,137	368	177	545	4,150	1,978	6,128	24
25	Spain	27	37	64	269	45	314	45	13	58	341	95	436	25
26	Sweden	2,939	2,953	5,892	22,440	11,299	33,739	1,980	1,225	3,205	27,359	15,477	42,836	26
27	Switzerland	515	489	1,004	2,431	1,196	3,627	337	246	583	3,283	1,931	5,214	27
28	Turkey in Europe	19	9	28	125	31	156	13	9	22	157	49	206	28
	Total Europe, other than Great Britain and Ireland	33,580	31,079	64,659	150,249	70,205	220,454	21,995	12,597	34,592	205,824	113,881	319,705	
	Total Europe	47,766	45,088	92,854	222,661	116,623	339,284	30,172	19,143	49,315	300,599	180,854	481,453	
29	Arabia	.....	.....	.....	2	.....	2	.....	.....	.....	2	.....	2	29
30	Armenia	3	1	4	114	1	115	2	.....	2	119	2	121	30

31	China				8	2	10				8	2	10	31
32	India	3	2	5	16	9	25	1	1	2	20	12	32	32
33	Japan				216	11	227	2		2	218	11	229	33
34	Persia				1		1				1		1	34
35	Turkey in Asia	15	4	19	154	20	174	15		15	184	24	208	35
36	Asia, not specified				11	1	12				11	1	12	36
	Total Asia	21	7	28	522	44	566	20	1	21	563	52	615	
37	Algeria				2		2				2		2	37
38	Egypt				3		3	2		2	5		5	38
39	Liberia				1		1				1		1	39
40	Morocco				1		1	1		1	2		2	40
41	South Africa	1		1		2	2				1	2	3	41
42	Africa, not specified	2	1	3	9		9	1		1	12	1	13	42
	Total Africa	3	1	4	16	2	18	4		4	23	3	26	
43	British Honduras				3		3	1		1	4		4	43
44	Central America, not specified		2	2	9	3	12	4	1	5	13	6	19	44
	Total Central America		2	2	12	3	15	5	1	6	17	6	23	
45	Argentine Republic				4		4				4		4	45
46	Brazil		2	2	11	6	17	2		2	13	8	21	46
47	Chili				5		5				5		5	47
48	Guiana				2		2				2		2	48
49	Peru				1		1				1		1	49
50	United States of Colombia	17	13	30	166	77	243	29	6	35	212	96	308	50
51	Venezuela	4	1	5	10		10	4	1	5	18	2	20	51
52	South America, not specified				3	1	4	1		1	4	1	5	52
	Total South America	21	16	37	202	84	286	36	7	43	259	107	366	
53	Antigua				1	2	3				1	2	3	53
54	Bahamas				13	2	15	1		1	14	2	16	54
55	Barbadoes				9	7	16				9	7	16	55
56	Cuba	325	340	665	2,016	547	2,563	350	56	406	2,691	943	3,634	56
57	Curaçoa	4	3	7	3	2	5				7	5	12	57
58	Hayti				3	1	4	1		1	4	1	5	58
59	Jamaica		1	1	13	4	17	1	4	5	14	9	23	59
60	Porto Rico	2	1	3	13	3	16	3	1	4	18	5	23	60
61	St. Croix	2	5	7	7	8	15				9	13	22	61
62	St. Thomas					2	2	1		1	1	2	3	62
63	Trinidad				2	1	3				2	1	3	63
64	West Indies, not specified	100	123	223	493	251	744	84	65	149	677	439	1,116	64
	Total West Indies	433	473	906	2,573	830	3,403	441	126	567	3,447	1,429	4,876	
	Total America	454	491	945	2,787	917	3,704	482	134	616	3,723	1,542	5,265	
65	Azores	124	89	213	593	305	898	82	57	139	799	451	1,250	65

No. 35.—*Statement, by* **COUNTRIES,** *of the Number, Age, and Sex of* **IMMIGRANTS** *arrived in the United States during the* **Year** *ending June* 30, **1887**—Continued.

	COUNTRIES OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	Under 15 years of age.			15 and under 40 years of age.			40 years of age and upward.			Total immigrants.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
66	Bermuda	1	.....	1	3	.....	3	1	.....	1	5	.....	5	66
67	Cape Verde	.....	.....	.....	9	2	11	2	1	3	11	3	14	67
68	Islands of the Atlantic, not specified	2	2	4	1	5	6	.....	.....	.....	3	7	10	68
	Total islands of the Atlantic	127	91	218	606	312	918	85	58	143	818	461	1,279	
69	Australia	26	19	45	312	106	418	55	9	64	393	134	527	69
70	Hawaiian Islands	43	33	76	342	250	592	57	19	76	442	302	744	70
71	New Zealand	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1	71
72	Islands of the Pacific, not specified	.....	5	5	3	2	5	.....	.....	.....	3	7	10	72
	Total islands of the Pacific	69	57	126	658	358	1,016	112	28	140	839	443	1,282	
73	Greenland and Iceland	20	20	40	34	35	69	11	6	17	65	61	126	73
74	Born at sea	28	35	63	.....	.....	.....	.....	.....	.....	28	35	63	74
	Total all other countries and islands	48	55	103	34	35	69	11	6	17	93	96	189	

RECAPITULATION.

1	Europe	47,766	45,088	92,854	222,661	116,623	339,284	30,172	19,143	49,315	300,599	180,854	481,453	1
2	Asia	21	7	28	522	44	566	20	1	21	563	52	615	2
3	Africa	3	1	4	16	2	18	4	.....	4	23	3	26	3
4	America	454	491	945	2,787	917	3,704	482	134	616	3,723	1,542	5,265	4
5	Islands of the Atlantic	127	91	218	606	312	918	85	58	143	818	461	1,279	5
6	Islands of the Pacific	69	57	126	658	358	1,016	112	28	140	839	443	1,282	6
7	All other countries and islands	48	55	103	34	35	69	11	6	17	93	96	189	7
	Aggregate	48,488	45,790	94,278	227,284	118,291	345,575	30,886	19,370	50,256	306,658	183,451	490,109	

No. 36.—*Statement, by* **OCCUPATIONS,** *of the Number, Age, and Sex of* **IMMIGRANTS** *arrived in the United States during the* **Year** *ending June 30,* **1887.**

[Abbreviation: n. o. d., not otherwise defined.]

[Immigrants from the Dominion of Canada and Mexico not included.]

	OCCUPATIONS.	Under 15 years of age.			15 and under 40 years of age.			40 years of age and upward.			Total immigrants.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
1	Actors	.....	.....	.....	93	63	156	13	3	16	106	66	172	1
2	Architects	.....	.....	.....	48	.....	48	2	.....	2	50	.....	50	2
3	Artists	1	.....	1	146	29	175	21	5	26	168	34	202	3
4	Authors	.....	.....	.....	7	.....	7	3	.....	3	10	.....	10	4
5	Chemists	.....	.....	.....	80	.....	80	13	.....	13	93	.....	93	5
6	Clergymen	.....	.....	.....	179	1	180	94	.....	94	273	1	274	6
7	Dentists	.....	.....	.....	27	.....	27	3	.....	3	30	.....	30	7
8	Druggists	.....	.....	.....	57	2	59	9	.....	9	66	2	68	8
9	Editors and journalists	.....	.....	.....	28	.....	28	10	.....	10	38	.....	38	9
10	Engineers, civil	.....	.....	.....	37	.....	37	7	.....	7	44	.....	44	10
11	Engravers	.....	.....	.....	89	1	90	12	.....	12	101	1	102	11
12	Lawyers	.....	.....	.....	98	.....	98	25	.....	25	123	.....	123	12
13	Lithographers	.....	.....	.....	32	.....	32	3	.....	3	35	.....	35	13
14	Musicians	9	.....	9	606	3	609	70	1	71	685	4	689	14
15	Officers, Army and Navy	.....	.....	.....	17	.....	17	15	.....	15	32	.....	32	15
16	Painters, artists	.....	.....	.....	5	.....	5	1	.....	1	6	.....	6	16
17	Photographers	.....	.....	.....	36	1	37	4	.....	4	40	1	41	17
18	Physicians and surgeons	.....	.....	.....	152	1	153	37	.....	37	189	1	190	18
19	Reporters	.....	.....	.....	17	.....	17	.....	.....	.....	17	.....	17	19
20	Salvation Army	.....	.....	.....	47	23	70	3	1	4	50	24	74	20
21	Scientists	.....	.....	.....	13	.....	13	2	.....	2	15	.....	15	21
22	Sculptors	.....	.....	.....	127	.....	127	23	.....	23	150	.....	150	22
23	Surveyors	.....	.....	.....	15	.....	15	5	.....	5	20	.....	20	23
24	Teachers	.....	.....	.....	250	101	351	43	12	55	293	113	406	24
25	All other professional	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1	25
	Total professional occupations	10	.....	10	2,207	225	2,432	418	22	440	2,635	247	2,882	
26	Accountants, book-keepers and cashiers	.....	.....	.....	150	1	151	12	.....	12	162	1	163	26
27	Bakers	.....	.....	.....	1,464	.....	1,464	105	.....	105	1,569	.....	1,569	27
28	Barbers and hair-dressers	.....	.....	.....	434	2	436	51	.....	51	485	2	487	28
29	Basket-makers	.....	.....	.....	13	.....	13	2	.....	2	15	.....	15	29
30	Blacksmiths	.....	.....	.....	2,054	.....	2,054	226	.....	226	2,280	.....	2,280	30
31	Bleachers	.....	.....	.....	25	2	27	1	.....	1	26	2	28	31
32	Block-makers	.....	.....	.....	12	.....	12	3	.....	3	15	.....	15	32
33	Boat-builders	.....	.....	.....	5	.....	5	.....	.....	.....	5	.....	5	33
34	Boiler-makers	.....	.....	.....	110	.....	110	12	.....	12	122	.....	122	34
35	Bookbinders	.....	.....	.....	165	2	167	14	.....	14	179	2	181	35

No. 36.—*Number of* **IMMIGRANTS,** *by* **AGES** *and* **OCCUPATIONS,** *arrived during the* **Year** *ending June* 30, **1887**—Continued.

	OCCUPATIONS.	Under 15 years of age.			15 and under 40 years of age.			40 years of age and upward.			Total immigrants.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
36	Bottlers				5		5				5		5	36
37	Brewers				576		576	67		67	643		643	37
38	Brick and tile makers				27		27	2		2	29		29	38
39	Brush and broom makers				26	4	30	3		3	29	4	33	39
40	Builders				95		95	26		26	121		121	40
41	Butchers				1,553		1,553	136		136	1,689		1,689	41
42	Cabinet-makers				114		114	10		10	124		124	42
43	Calkers				5		5				5		5	43
44	Cap-makers				21		21	1		1	22		22	44
45	Carders				3		3	2		2	5		5	45
46	Carpenters and joiners				4,696		4,696	599		599	5,295		5,295	46
47	Carriage-makers				45		45	5		5	50		50	47
48	Carvers and gilders				66		66	5		5	71		71	48
49	Clerks	3		3	3,141	16	3,157	153	1	154	3,297	17	3,314	49
50	Clothiers				14		14	2		2	16		16	50
51	Color-grinders				3		3	1		1	4		4	51
52	Confectioners				61		61	9		9	70		70	52
53	Coopers				189		189	19		19	208		208	53
54	Coppersmiths				80		80	14		14	94		94	54
55	Cutlers				88		88	18		18	106		106	55
56	Decorators				31		31	7		7	38		38	56
57	Designers				29		29	2		2	31		31	57
58	Distillers				36		36	1		1	37		37	58
59	Draughtsmen				23		23	1		1	24		24	59
60	Dress-makers					459	459		20	20		479	479	60
61	Dyers				137		137	18		18	155		155	61
62	Electricians				16		16	3		3	19		19	62
63	Embroiderers				1	1	2		1	1	1	2	3	63
64	Engine-makers				32		32	2		2	34		34	64
65	Engineers, n. o. d.				1,048		1,048	193		193	1,241		1,241	65
66	File-makers				6		6	1		1	7		7	66
67	Finishers				44		44	4		4	48		48	67
68	Firemen				128		128	11		11	139		139	68
69	Flax-dressers				28	1	29	2		2	30	1	31	69
70	Furriers				76		76	3		3	79		79	70
71	Gardeners				534		534	79		79	613		613	71
72	Gas fitters				28		28				28		28	72
73	Glass-blowers				95		95	16		16	111		111	73
74	Glass-cutters				16		16	4		4	20		20	74
75	Glass manufacturers				48		48	11		11	59		59	75
76	Glass-stainers				4		4				4		4	76
77	Glaziers				172		172	12		12	184		184	77

78	Glove-makers				26	2	28	3	1	4	29	3	32	78
79	Gunsmiths				7		7	4		4	11		11	79
80	Hatters				175		175	20		20	195		195	80
81	Instrument-makers				15		15	2		2	17		17	81
82	Iron-fitters				184		184	23		23	207		207	82
83	Iron-founders				25		25	2		2	27		27	83
84	Iron-molders				306		306	39		39	345		345	84
85	Iron-puddlers				37		37	10		10	47		47	85
86	Iron-turners				21		21				21		21	86
87	Iron-workers, n. o. d				184		184	17		17	201		201	87
88	Jewelers				159		159	18		18	177		177	88
89	Lace-makers				19	6	25	2		2	21	6	27	89
90	Locksmiths				351		351	42		42	393		393	90
91	Machinists				211		211	23		23	234		234	91
92	Manufacturers, n. o. d				144		144	57	1	58	201	1	202	92
93	Mariners	3		3	2,480		2,480	225		225	2,708		2,708	93
94	Masons				2,513		2,513	261		261	2,774		2,774	94
95	Mechanics and artisans, n. o. d				2,106		2,106	326		326	2,432		2,432	95
96	Metal rollers				15		15	2		2	17		17	96
97	Metal workers				51		51	4		4	55		55	97
98	Millers				453		453	58		58	511		511	98
99	Milliners					80	80		3	3		83	83	99
100	Miners, coal				79		79	10		10	89		89	100
101	Miners, n. o. d				5,134		5,134	722		722	5,856		5,856	101
102	Operatives				101	44	145	14	6	20	115	50	165	102
103	Opticians				9		9	1		1	10		10	103
104	Packers				12	1	13	3		3	15	1	16	104
105	Painters				1,112	3	1,115	117		117	1,229	3	1,232	105
106	Paper-hangers				11		11	1		1	12		12	106
107	Paper-makers				21	1	22	4		4	25	1	26	107
108	Pattern-makers				31		31	4		4	35		35	108
109	Paviors				5		5	1		1	6		6	109
110	Plasterers				222		222	19		19	241		241	110
111	Platers				32		32	2		2	34		34	111
112	Plumbers				285		285	23		23	308		308	112
113	Polishers				12		12	1		1	13		13	113
114	Potters				54		54	9		9	63		63	114
115	Pressers				39		39	4		4	43		43	115
116	Printers				265		265	26		26	291		291	116
117	Refiners				14		14	2		2	16		16	117
118	Riggers				2		2	3		3	5		5	118
119	Rope-makers				21		21	1		1	22		22	119
120	Saddlers and harness-makers				277		277	41		41	318		318	120
121	Sail-makers				19		19	1		1	20		20	121
122	Sawyers				47		47	4		4	51		51	122
123	Seamstresses					541	541		42	42		583	583	123
124	Shipwrights				34		34	11		11	45		45	124
125	Shoe-makers				2,139		2,139	258		258	2,397		2,397	125
126	Slaters and tilers				35		35	5		5	40		40	126
127	Smelters				14		14	4		4	18		18	127
128	Spinners				228	89	317	34	2	36	262	91	353	128
129	Steel manufacturers				27		27	1		1	28		28	129

No. 36.—*Number of* **IMMIGRANTS,** *by* **AGES** *and* **OCCUPATIONS,** *arrived during the* **Year** *ending June* 30, **1887**—Continued.

	OCCUPATIONS.	Under 15 years of age.			15 and under 40 years of age.			40 years of age and upward.			Total immigrants.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
130	Stone-cutters	.....	.....	.....	458	.....	458	43	.....	43	501	.....	501	130
131	Tailors	.....	.....	.....	3,327	1	3,328	441	.....	441	3,768	1	3,769	131
132	Tallow chandlers	.....	.....	.....	16	.....	16	.....	.....	.....	16	.....	16	132
133	Tanners and curriers	.....	.....	.....	145	.....	145	19	.....	19	164	.....	164	133
134	Telegraphers	.....	.....	.....	11	1	12	2	.....	2	13	1	14	134
135	Tenters	.....	.....	.....	12	.....	12	1	.....	1	13	.....	13	135
136	Thatchers	.....	.....	.....	4	.....	4	.....	.....	.....	4	.....	4	136
137	Tinkers	.....	.....	.....	69	.....	69	1	.....	1	70	.....	70	137
138	Tinners	.....	.....	.....	201	.....	201	18	.....	18	219	.....	219	138
139	Tobacco and cigar manufacturers and dealers	8	.....	8	1,903	2	1,905	244	.....	244	2,155	2	2,157	139
140	Tool grinders	.....	.....	.....	19	.....	19	3	.....	3	22	.....	22	140
141	Tool makers	.....	.....	.....	7	.....	7	1	.....	1	8	.....	8	141
142	Turners	.....	.....	.....	106	.....	106	14	.....	14	120	.....	120	142
143	Umbrella makers	.....	.....	.....	1	.....	1	2	.....	2	3	.....	3	143
144	Upholsterers	.....	.....	.....	62	.....	62	5	.....	5	67	.....	67	144
145	Watch and clock makers	.....	.....	.....	308	1	309	47	1	48	355	2	357	145
146	Weavers, silk	.....	.....	.....	11	3	14	4	.....	4	15	3	18	146
147	Weavers, n. o. d	1	.....	1	1,046	206	1,252	195	6	201	1,242	212	1,454	147
148	Wheelwrights	.....	.....	.....	99	.....	99	17	.....	17	116	.....	116	148
149	Wine makers	.....	.....	.....	10	1	11	1	.....	1	11	1	12	149
150	Wire-workers	.....	.....	.....	15	.....	15	3	.....	3	18	.....	18	150
151	Woolen manufacturers	.....	.....	.....	23	.....	23	6	.....	6	29	.....	29	151
152	Wool sorters	.....	.....	.....	11	1	12	3	.....	3	14	1	15	152
153	All other skilled	.....	.....	.....	29	.....	29	3	.....	3	32	.....	32	153
	Total skilled occupations	15	.....	15	45,428	1,471	46,899	5,405	84	5,489	50,848	1,555	52,403	
154	Agents	.....	.....	.....	128	.....	128	44	.....	44	172	.....	172	154
155	Auctioneers	.....	.....	.....	4	.....	4	2	.....	2	6	.....	6	155
156	Bankers	.....	.....	.....	30	.....	30	9	.....	9	39	.....	39	156
157	Barkeepers	.....	.....	.....	60	1	61	8	.....	8	68	1	69	157
158	Bird dealers	.....	.....	.....	19	.....	19	5	.....	5	24	.....	24	158
159	Boat and barge men	.....	.....	.....	3	.....	3	.....	.....	.....	3	.....	3	159
160	Book-sellers and stationers	.....	.....	.....	27	.....	27	4	.....	4	31	.....	31	160
161	Brokers	.....	.....	.....	56	.....	56	10	.....	10	66	.....	66	161
162	Capitalists and proprietors	.....	.....	.....	25	.....	25	16	1	17	41	1	42	162
163	Cattle dealers	.....	.....	.....	41	.....	41	3	.....	3	44	.....	44	163
164	Chimney sweepers	.....	.....	.....	6	.....	6	.....	.....	.....	6	.....	6	164
165	Coachmen	.....	.....	.....	165	.....	165	11	.....	11	176	.....	176	165
166	Contractors	.....	.....	.....	15	.....	15	5	.....	5	20	.....	20	166
167	Cooks	.....	.....	.....	180	236	416	27	23	50	207	259	466	167

168	Dairymen				36	13	49	2	1	3	38	14	52	168
169	Farmers	1		1	25,154	17	25,171	5,755	5	5,760	30,910	22	30,932	169
170	Fishermen				158		158	13		13	171		171	170
171	Foresters				10		10	1		1	11		11	171
172	Grocers				255		255	17		17	272		272	172
173	Hotel-keepers				100		100	31		31	131		131	173
174	Hunters				7		7	1		1	8		8	174
175	Jockeys				8		8				8		8	175
176	Laborers	65	1	66	125,334	31	125,365	15,502	5	15,507	140,901	37	140,938	176
177	Laundresses				1	125	126		22	22	1	147	148	177
178	Lumbermen				3		3	1		1	4		4	178
179	Managers and superintendents				147	2	149	26		26	173	2	175	179
180	Merchants, dealers				6,003	2	6,005	1,413		1,413	7,416	2	7,418	180
181	Nurses				1	199	200		21	21	1	220	221	181
182	Officers, civil				38		38	24		24	62		62	182
183	Peddlers				504		504	90		90	594		594	183
184	Publishers				4		4				4		4	184
185	Quarrymen				83		83	9		9	92		92	185
186	Railroad men				39		39	5		5	44		44	186
187	Ranchmen				27		27	1		1	28		28	187
188	Servants	1	43	44	835	25,055	25,890	32	1,544	1,576	868	26,642	27,510	188
189	Shepherds				37		37	7		7	44		44	189
190	Showmen				6		6	3		3	9		9	190
191	Sisters of Charity, Mercy, and Nuns					115	115		7	7		122	122	191
192	Soldiers				22		22	1		1	23		23	192
193	Students	13	2	15	398	1	399	1		1	412	3	415	193
194	Teamsters				112		112	11		11	123		123	194
195	Travelers, commercial				11		11				11		11	195
196	Wood-cutters				11		11				11		11	196
197	All other miscellaneous				6		6				6		6	197
	TOTAL MISCELLANEOUS OCCUPATIONS.	80	46	126	160,109	25,797	185,906	23,090	1,629	24,719	183,279	27,472	210,751	

RECAPITULATION.

1	Professional occupations	10		10	2,207	225	2,432	418	22	440	2,635	247	2,882	1
2	Skilled occupations	15		15	45,428	1,471	46,899	5,405	84	5,489	50,848	1,555	52,403	2
3	Miscellaneous occupations	80	46	126	160,109	25,797	185,906	23,090	1,629	24,719	183,279	27,472	210,751	3
4	Occupations not stated	232	205	437	57	258	315	7	42	49	296	505	801	4
5	Without occupations	48,151	45,539	93,690	19,483	90,540	110,023	1,966	17,593	19,559	69,600	153,672	223,272	5
	TOTAL IMMIGRANTS	48,488	45,790	94,278	227,284	118,291	345,575	30,886	19,370	50,256	306,658	183,451	490,109	

No. 37.—*Statement, by* **CUSTOMS DISTRICTS,** *of the* **NATIONALITIES** *of* **IMMIGRANTS** *arrived in the United States during the* **Year** *ending June* 30, **1887.**

[Abbreviation: n. s., not specified.]

[Immigrants from the Dominion of Canada and Mexico not included.]

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	GREAT BRITAIN AND IRELAND.					OTHER EUROPE.									
		England.	Ireland.	Scotland.	Wales.	Great Britain, n. s.	Austria.	Bohemia.	Hungary.	Belgium.	Denmark.	France.	Germany.	Gibraltar.	Greece.	
1	Baltimore, Md	925	555	60	30		1,791	1,803	996	6	706	4	23,757			1
2	Barnstable, Mass															2
3	Boston and Charlestown, Mass	7,786	13,632	2,973	27		104	32	31	6	184	26	690			3
4	Charleston, S. C	1											4			4
5	Galveston, Tex	33	1	3			102	28					294			5
6	Key West, Fla															6
7	Mobile, Ala															7
8	New Bedford, Mass															8
9	New Haven, Conn															9
10	New London, Conn															10
11	New Orleans, La	196	21	18			5			49	2	498	87		2	11
12	New York, N. Y	52,970	46,866	13,990	1,593	4	18,316	2,716	14,124	2,219	7,497	4,321	76,941	12	310	12
13	Pensacola, Fla	6	1												1	13
14	Philadelphia, Pa	10,322	7,056	1,593	167		112		105	273	111	185	5,084			14
15	Portland and Falmouth, Me	416	203	57							24		7			15
16	Puget Sound, Wash															16
17	Saint Augustine, Fla															17
18	Saint John's, Fla															18
19	San Diego, Cal															19
20	San Francisco, Cal	4														20
21	Willamette, Oregon															21
22	Wilmington, N. C															22
23	Yorktown, Va	196	35	5	3								1			23
	Total	72,855	68,370	18,699	1,820	4	20,430	4,579	15,256	2,553	8,524	5,034	106,865	12	313	

No. 37.—*Statement of* IMMIGRANTS, *by* NATIONALITIES, *etc., arrived during the* Year *ending June* 30, 1887—Continued.

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	OTHER EUROPE—continued.														
		Italy.	Sicily.	Malta.	Netherlands.	Norway.	Portugal.	Roumania.	Russia.	Finland.	Poland.	Spain.	Sweden.	Switzerland.	Turkey in Europe.	
1	Baltimore, Md	5			23	1,009		3	2,819	2	15	2	1,506	47		1
2	Barnstable, Mass															2
3	Boston and Charlestown, Mass	30			45	1,363	25	8	545	769	231	3	6,847	42	6	3
4	Charleston, S. C	2														4
5	Galveston, Tex												1			5
6	Key West, Fla															6
7	Mobile, Ala															7
8	New Bedford, Mass															8
9	New Haven, Conn															9
10	New London, Conn															10
11	New Orleans, La	926				5	58	1	1			95	1	35		11
12	New York, N. Y	46,474	90	1	4,422	12,798	27	2,033	24,824	1,022	4,388	334	31,681	5,026	200	12
13	Pensacola, Fla	5												1		13
14	Philadelphia, Pa	90			16	980			748	29	1,494	2	2,551	63		14
15	Portland and Falmouth, Me					113			7				249			15
16	Puget Sound, Wash															16
17	Saint Augustine, Fla															17
18	Saint John's, Fla															18
19	San Diego, Cal															19
20	San Francisco, Cal															20
21	Willamette, Oregon															21
22	Wilmington, N. C															22
23	Yorktown, Va					1										23
	Total	47,532	90	1	4,506	16,269	110	2,045	28,944	1,822	6,128	436	42,836	5,214	206	

No. 37.—*Statement of* **IMMIGRANTS,** *by* **NATIONALITIES,** *etc., arrived during the* **Year** *ending June* 30, **1887**—Continued.

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	ASIA.								AFRICA.						
		Arabia.	Armenia.	China.	India.	Japan.	Persia.	Turkey in Asia.	Asia, n. s.	Algeria.	Egypt.	Liberia.	Morocco.	South Africa.	Africa, n. s.	
1	Baltimore, Md							16								1
2	Barnstable, Mass															2
3	Boston and Charlestown, Mass	1	2		8						1		1	3		3
4	Charleston, S. C															4
5	Galveston, Tex															5
6	Key West, Fla															6
7	Mobile, Ala															7
8	New Bedford, Mass															8
9	New Haven, Conn															9
10	New London, Conn															10
11	New Orleans, La			1		1		1								11
12	New York, N. Y	1	76	4	24	19	1	180	12	2	4	1	1		13	12
13	Pensacola, Fla															13
14	Philadelphia, Pa		43					11								14
15	Portland and Falmouth, Me															15
16	Puget Sound, Wash															16
17	Saint Augustine, Fla															17
18	Saint John's, Fla															18
19	San Diego, Cal															19
20	San Francisco, Cal			5		209										20
21	Willamette, Oregon															21
22	Wilmington, N. C															22
23	Yorktown, Va															23
	Total	2	121	10	32	229	1	208	12	2	5	1	2	3	13	

No. 37.—*Statement of* **IMMIGRANTS,** *by* **NATIONALITIES,** *etc., arrived during the* **Year** *ending June* 30, **1887**—Continued.

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	CENTRAL AMERICA.		SOUTH AMERICA.								
		British Honduras.	Central America, n. s.	Argentine Republic.	Brazil.	Chili.	Guiana.	Peru.	United States of Colombia.	Venezuela.	South America, n. s.	
1	Baltimore, Md								1			1
2	Barnstable, Mass											2
3	Boston and Charlestown, Mass			1			1					3
4	Charleston, S. C											4
5	Galveston, Tex											5
6	Key West, Fla											6
7	Mobile, Ala											7
8	New Bedford, Mass											8
9	New Haven, Conn											9
10	New London, Conn											10
11	New Orleans, La		9						7			11
12	New York, N. Y	4	10	3	21	5	1	1	27	20	5	12
13	Pensacola, Fla											13
14	Philadelphia, Pa											14
15	Portland and Falmouth, Me											15
16	Puget Sound, Wash											16
17	Saint Augustine, Fla											17
18	Saint John's, Fla											18
19	San Diego, Cal											19
20	San Francisco, Cal								273			20
21	Willamette, Oregon											21
22	Wilmington, N. C											22
23	Yorktown, Va											23
	Total	4	19	4	21	5	2	1	308	20	5	

No. 37.—*Statement of* **IMMIGRANTS,** *by* **NATIONALITIES,** *etc., arrived during the* **Year** *ending June* 30, **1887**—Continued.

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	WEST INDIES.												
		Antigua.	Bahamas.	Barbadoes.	Cuba.	Curaçoa.	Hayti.	Jamaica.	Porto Rico.	St. Croix.	St. Thomas.	Trinidad.	West Indies, n. s.	
1	Baltimore, Md		9					8						1
2	Barnstable, Mass													2
3	Boston and Charlestown, Mass						3		4				60	3
4	Charleston, S. C													4
5	Galveston, Tex													5
6	Key West, Fla				3,562								1,034	6
7	Mobile, Ala			1										7
8	New Bedford, Mass													8
9	New Haven, Conn									8				9
10	New London, Conn								2					10
11	New Orleans, La				5								3	11
12	New York, N. Y	3	6	13	67	12	2	14	14	14	3	3	3	12
13	Pensacola, Fla			2										13
14	Philadelphia, Pa								3				5	14
15	Portland and Falmouth, Me													15
16	Puget Sound, Wash													16
17	Saint Augustine, Fla												10	17
18	Saint John's, Fla		1					1						18
19	San Diego, Cal													19
20	San Francisco, Cal													20
21	Willamette, Oregon													21
22	Wilmington, N. C												1	22
23	Yorktown, Va													23
	Total	3	16	16	3,634	12	5	23	23	22	3	3	1,116	

No. 37.—*Statement of* **IMMIGRANTS**, *by* **NATIONALITIES**, *etc., arrived during the* **Year** *ending June* 30, **1887**—Continued.

	CUSTOMS DISTRICTS IN WHICH ARRIVED.	ISLANDS OF THE ATLANTIC.				ISLANDS OF THE PACIFIC.				ALL OTHER COUNTRIES AND ISLANDS.		TOTAL IMMIGRANTS.	
		Azores.	Bermuda.	Cape Verde.	Islands of the Atlantic, n. s.	Australia.	Hawaiian Islands.	New Zealand.	Islands of the Pacific, n. s.	Greenland and Iceland.	Born at sea.		
1	Baltimore, Md											36,098	1
2	Barnstable, Mass	53										53	2
3	Boston and Charlestown, Mass	712				7						36,209	3
4	Charleston, S. C											7	4
5	Galveston, Tex											462	5
6	Key West, Fla											4,596	6
7	Mobile, Ala											1	7
8	New Bedford, Mass	480		13	7							500	8
9	New Haven, Conn											8	9
10	New London, Conn											2	10
11	New Orleans, La					1			3			2,031	11
12	New York, N. Y		5	1	3	17		1	1	126	63	376,005	12
13	Pensacola, Fla											16	13
14	Philadelphia, Pa	5										31,048	14
15	Portland and Falmouth, Me											1,076	15
16	Puget Sound, Wash						3					3	16
17	Saint Augustine, Fla											10	17
18	Saint John's, Fla											2	18
19	San Diego, Cal					7						7	19
20	San Francisco, Cal					495	734		6			1,726	20
21	Willamette, Oregon						7					7	21
22	Wilmington, N. C											1	22
23	Yorktown, Va											241	23
	Total	1,250	5	14	10	527	744	1	10	126	63	490,109	

No. 37.—*Statement of* **IMMIGRANTS,** *by* **NATIONALITIES,** *etc., arrived during the* **Year** *ending June* 30, **1887**—Continued.

RECAPITULATION.

	Geographical divisions.	Males.	Females.	Total.	
1	Europe	300,599	180,854	481,453	1
2	Asia	563	52	615	2
3	Africa	23	3	26	3
4	America	3,723	1,542	5,265	4
5	Islands of the Atlantic	818	461	1,279	5
6	Islands of the Pacific	839	443	1,282	6
7	All other countries and islands	93	96	189	7
	Total	306,658	183,451	490,109	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived in the United States during the* **Year** *ending June* 30, **1887.**

[Abbreviations: n. o. d., not otherwise defined; n. s., not specified.]

[Immigrants from the Dominion of Canada and Mexico not included.]

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	PROFESSIONAL OCCUPATIONS.													
		Actors.	Architects.	Artists.	Authors.	Chemists.	Clergymen.	Dentists.	Druggists.	Editors and journalists.	Engineers, civil.	Engravers.	Lawyers.	Lithographers.	
1	England	43	20	52	3	42	63	10	12	14	29	14	37	6	1
2	Ireland		2	4	1	4	65		4	2	2	5	7	2	2
3	Scotland	1	9	7	2	16	15		5	3	3	21	10	3	3
4	Wales								2						4
6	Austria	2	2	2		1	11	1	2			4	2	2	6
8	Hungary						1		1					1	8
9	Belgium		1	5		2	12		1	3			1		9
10	Denmark						4		5				1	1	10
11	France	4		42	1	1	9	1	1	1	2	9	1	3	11
12	Germany	12	9	23	1	17	41	13	19	5	2	14	5	9	12
15	Italy	89	1	28		2	4		3	1	1	1	1	1	15
18	Netherlands	3	3	2			13		1			2			18
19	Norway		2	1		2	3	1	2	3				1	19
21	Roumania	8													21
22	Russia	3		2		3	4		7			2	2	2	22
23	Finland					1	1								23
24	Poland					1	1		1						24
25	Spain	1			1				1						25
26	Sweden		1	11			7			2	1	6		2	26
27	Switzerland			1	1	1	3		1	2	1	24		1	27
28	Turkey in Europe			1			1							1	28
30	Armenia						1								30
32	India			5			1								32
33	Japan	6								1					33
35	Turkey in Asia						1								35
44	Central America, n. s.												1		44
45	Argentine Republic			1											45
46	Brazil							1							46
50	United States of Colombia										3		1		50
56	Cuba			14				1		1			47		56
59	Jamaica						1						1		59
64	West Indies, n. s.						1								64
69	Australia			1			7	2					5		69
70	Hawaiian Islands						4						1		70
	Total	172	50	202	10	93	274	30	68	38	44	102	123	35	

No. 38.—*Statement, by* **COUNTRIES,** *of* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during the* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	PROFESSIONAL OCCUPATIONS—continued.													
		Musicians.	Officers, Army and Navy.	Painters, artists.	Photographers.	Physicians and surgeons.	Reporters.	Salvation army.	Scientists.	Sculptors.	Surveyors.	Teachers.	All other professional occupations.	Total professional occupations.	
1	England	39	22	2	7	52	9	66	2	6	16	85		651	1
2	Ireland	3	3			19	3			3	1	26		156	2
3	Scotland	4			1	17			1	6	1	13		138	3
4	Wales									1		1		4	4
5	Great Britain, n. s														5
6	Austria	38		2	2	8	1		2			15		97	6
7	Bohemia	9							1	2		1		13	7
8	Hungary	9			1	7			1	2		4		27	8
9	Belgium	4			1	2				2		2		36	9
10	Denmark	7	1	2	5	1			1	3		6		37	10
11	France	9			5	2		1	1	20		28		141	11
12	Germany	460	4		14	30			3	18	1	138		838	12
13	Gibraltar					1								1	13
14	Greece														14
15	Italy	73	1		1	6			1	78		15		307	15
16	Sicily														16
17	Malta														17
18	Netherlands	3					1			1		3		32	18
19	Norway	6			1	3						5		30	19
20	Portugal														20
21	Roumania	1												9	21
22	Russia	12			1	2				3		23		66	22
23	Finland													2	23
24	Poland											2		5	24
25	Spain	2				2						1		8	25
26	Sweden	4	1		1	1	3			2	1	8		51	26
27	Switzerland	3			1	4		3	2	3		16	1	68	27
28	Turkey in Europe											4		7	28
29	Arabia														29
30	Armenia													1	30
31	China														31
32	India							4						10	32
33	Japan													7	33
34	Persia														34
35	Turkey in Asia											5		6	35
36	Asia, n. s														36
37	Algeria														37
38	Egypt											1		1	38
39	Liberia														39

40	Morocco														40
41	South Africa														41
42	Africa, n. s														42
43	British Honduras														43
44	Central America, n. s													1	44
45	Argentine Republic													1	45
46	Brazil					1								2	46
47	Chili														47
48	Guiana														48
49	Peru														49
50	United States of Columbia					3								7	50
51	Venezuela					1								1	51
52	South America, n. s					1								1	52
53	Antigua														53
54	Bahamas														54
55	Barbadoes														55
56	Cuba	1				17						2		83	56
57	Curaçoa														57
58	Hayti														58
59	Jamaica	1				1								4	59
60	Porto Rico														60
61	St. Croix														61
62	St. Thomas														62
63	Trinidad														63
64	West Indies, n. s													1	64
65	Azores														65
66	Bermuda														66
67	Cape Verde														67
68	Islands of the Atlantic, n. s														68
69	Australia	1				7						2		25	69
70	Hawaiian Islands					2								7	70
71	New Zealand														71
72	Islands of the Pacific, n. s														72
73	Greenland and Iceland														73
74	Born at sea														74
	Total	689	32	6	41	190	17	74	15	150	20	406	1	2,882	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS.															
		Accountants, bookkeepers, and cashiers.	Bakers.	Barbers and hairdressers.	Basket-makers.	Blacksmiths.	Bleachers.	Block-makers.	Boat-builders.	Boiler-makers.	Book-binders.	Bottlers.	Brewers.	Brick and tile makers.	Brush and broom makers.	Builders.	
1	England	52	188	38	4	310	9	1	1	41	15	1	23	12	7	54	1
2	Ireland	17	77	3		145	6		1	10	4	2	1	2		9	2
3	Scotland	22	108	4		221	13	5		68	10	1	5	3	1	14	3
4	Wales	1				7							2			1	4
6	Austria	4	58	19		124					8		27				6
7	Bohemia	1	14	2		40					1		12				7
8	Hungary	1	12	3		28							5	1			8
9	Belgium		15	2	1	16					1		2				9
10	Denmark	1	25	5		117					3		4			1	10
11	France	3	40	12		33					1		6		2	1	11
12	Germany	28	693	158	8	657		7		1	85	1	500	9	15	16	12
15	Italy		79	184		65					9		7			7	15
16	Sicily			4													16
18	Netherlands	3	11	2		23							1				18
19	Norway	10	20	1	1	50					2					5	19
21	Roumania	1	3	4		1									1		21
22	Russia	2	53	20		144					34		17		4	4	22
23	Finland		1			3											23
24	Poland	1	6	2		16					4		2		1		24
25	Spain		2			3											25
26	Sweden	14	77	5	1	200		1		1	3		8	2	2	8	26
27	Switzerland		60	11		40		1	3		1		21				27
28	Turkey in Europe		2														28
30	Armenia					1											30
35	Turkey in Asia					2											35
42	Africa, n. s															1	42
48	Guiana					1											48
50	United States of Colombia		9	2													50
55	Barbadoes	2															55
56	Cuba									1							56
60	Porto Rico			2													60
61	St. Croix					2											61
64	West Indies					1											64
65	Azores		2			2											65
69	Australia		7	2		13											69
70	Hawaiian Islands		7	2		15											70
	Total	163	1,569	487	15	2,280	28	15	5	122	181	5	643	29	33	121	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.															
		Butchers.	Cabinet makers.	Calkers.	Capmakers.	Carders.	Carpenters and joiners.	Carriage makers.	Carvers and gilders.	Clerks.	Clothiers.	Color-grinders.	Confectioners.	Coopers.	Coppersmiths.	Cutters.	
1	England	223	42	2		5	923	18	19	1,001	7	3	10	47	15	56	1
2	Ireland	27	5				298	3	2	442	2			15	5	3	2
3	Scotland	56	18	3			554	3	14	313	2	1	4	21	2	6	3
4	Wales	4	2				22			16				1	1		4
5	Great Britain, n. s						1										5
6	Austria	106	2				136		4	96	1		3	2	2		6
7	Bohemia	26					41			9					1		7
8	Hungary	22	1				43	2	1	52				1	1		8
9	Belgium	5	1				30	1		19				1	2		9
10	Denmark	14					223	9	1	110			2	9	3		10
11	France	39	3				53			104			1	4	4		11
12	Germany	842	30		1		1,504	7	16	525	1		35	67	30	12	12
15	Italy	42	1				192		3	34			2	3	2	22	15
17	Malta									1							17
18	Netherlands	13					60		1	16			1	1			18
19	Norway	9	1				140		1	86			1	4		1	19
20	Portugal	6	2							12				2			20
21	Roumania	2			1		32			7				1			21
22	Russia	97	12		19		278	1	2	106	1		3	9	16	3	22
23	Finland	1					10		2	6							23
24	Poland	9			1		39			11	2			2	1	1	24
25	Spain	4								17				3			25
26	Sweden	50	2				533	5	2	154				13	5	2	26
27	Switzerland	67	1				68		3	64			4	2	4		27
28	Turkey in Europe		1				2						1				28
30	Armenia						1										30
32	India									1							32
33	Japan									39							33
35	Turkey in Asia	1															35
45	Argentine Republic									1							45
50	United States of Colombia	6					7	1		9							50
55	Barbadoes									2							55
56	Cuba						15			6							56
61	St. Croix									2							61
64	West Indies						44			4							64
65	Azores						3										65
69	Australia	7					21			31							69
70	Hawaiian Islands	11					22			17			3				70
71	New Zealand									1							71
	Total	1,689	124	5	22	5	5,295	50	71	3,314	16	4	70	208	94	106	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Decorators.	Designers.	Distillers.	Draughtsmen.	Dressmakers.	Dyers.	Electricians.	Embroiderers.	Enginemakers.	Engineers, n. o. d.	Filemakers.	Finishers.	Firemen.	Flaxdressers.	
1	England	19	7		10	86	58	9		18	478	4	21	48	2	1
2	Ireland	1				86	13			2	71		3	22	21	2
3	Scotland	2	2	24	1	22	31	3		10	311		22	35	8	3
4	Wales										8			4		4
5	Great Britain, n. s															5
6	Austria			2	1	7	1				13			1		6
7	Bohemia					1					1					7
8	Hungary					3					10					8
9	Belgium					1	1	2			21			3		9
10	Denmark					5	4	1		1	11					10
11	France	6	6	1	2	50	8	1	1		29		1	1		11
12	Germany	3	1	6	2	109	18	2	1	1	137	2	1	10		12
13	Gibraltar															13
14	Greece		1													14
15	Italy	2	11	1		8	2				8			4		15
16	Sicily															16
17	Malta															17
18	Netherlands				1	2					11			1		18
19	Norway				1	12				1	21			3		19
20	Portugal					7										20
21	Roumania					1					3					21
22	Russia	2		2		10	12			1	14	1		2		22
23	Finland										2					23
24	Poland					5										24
25	Spain										2					25
26	Sweden	2				26	3				54			2		26
27	Switzerland	1	2	1	5	31	3	1	1		13			2		27
30	Armenia					1	1				1					30
33	Japan										1					33
56	Cuba										14					56
65	Azores					6										65
69	Australia		1		1						1			1		69
70	Hawaiian Islands										6					70
	Total	38	31	37	24	479	155	19	3	34	1,241	7	48	139	31	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Furriers.	Gardeners.	Gasfitters.	Glassblowers.	Glasscutters.	Glassmanufacturers.	Glassstainers.	Glaziers.	Glovemakers.	Gunsmiths.	Hatters.	Instrument makers.	Ironfitters.	Ironfounders.	
1	England	7	138	17	10	8	9	2	13	13	2	45	4	132	10	1
2	Ireland	1	38	4	6	3			7	1		4		19	1	2
3	Scotland	3	72	3				2	5		2	7	1	44	2	3
4	Wales		2											3	1	4
5	Great Britain, n. s															5
6	Austria	12	7		1		1		12	1		4			2	6
7	Bohemia	5	6						1							7
8	Hungary		3		2				2	1		1				8
9	Belgium	1	3		55	1	15			3		1				9
10	Denmark	1	26		3		1		2		1					10
11	France		20	1	3	5	5		5	5		3			3	11
12	Germany	37	221		13	1	23		60	2	1	26	10	2	1	12
13	Gibraltar															13
14	Greece															14
15	Italy		12		1				3		1	68			2	15
16	Sicily															16
17	Malta															17
18	Netherlands		8													18
19	Norway		6						1			1		1		19
20	Portugal															20
21	Roumania	1							7			2				21
22	Russia	8	5	1			2		55	4		18		1	2	22
23	Finland				11											23
24	Poland	3	2		1		2		5			2				24
25	Spain											1				25
26	Sweden		17	2	4	2			5	2		8	2	5	3	26
27	Switzerland		24		1		1		1			4				27
28	Turkey in Europe										1					28
29	Arabia															29
30	Armenia										1					30
31	China															31
32	India															32
33	Japan															33
35	Turkey in Asia										1					35
69	Australia		2								1					69
70	Hawaiian Islands		1													70
	Total	79	613	28	111	20	59	4	184	32	11	195	17	207	27	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Iron molders.	Iron puddlers.	Iron turners.	Iron workers.	Jewelers.	Lace manufacturers.	Locksmiths.	Machinists.	Manufacturers, n. o. d.	Mariners.	Masons.	Mechanics, artisans.	Metal rollers.	Metal workers.	
1	England	132	22	7	99	50	19	7	94	91	179	690	1,001	14	14	1
2	Ireland	19	5	2	16	2			15	14	43	204	278	1	9	2
3	Scotland	167	6	11	47	8		4	28	44	63	640	312		24	3
4	Wales	3	11		4			1	1		3	15	9			4
5	Great Britain, n. s.												1			5
6	Austria				1	8		21	4	3	96	34	12			6
7	Bohemia							20			2	13				7
8	Hungary					2		9			2	13	2			8
9	Belgium	4			5	2			5	2	11	8	11			9
10	Denmark					1		3	3		67	79	12			10
11	France				3	13	6	14	1	5	6	23	30			11
12	Germany	13	1	1	13	36	2	231	39	18	133	409	163	2	4	12
13	Gibraltar															13
14	Greece										6		3			14
15	Italy	1			1	10		8		9	93	356	196		4	15
16	Sicily										1					16
17	Malta															17
18	Netherlands	1				4			2	1	15	10	10			18
19	Norway					6			2		1,120	23	60			19
20	Portugal										4	1	1			20
21	Roumania					3			1		1	17	6			21
22	Russia		2		2	15		47	13	10	29	44	60			22
23	Finland										18	3	3			23
24	Poland					1		2	4	1	1	11	24			24
25	Spain					1				1	12	1	2			25
26	Sweden	5			10	6		5	13	1	336	139	206			26
27	Switzerland					5		21	6	2	3	30	17			27
28	Turkey in Europe															28
29	Arabia												1			29
30	Armenia										2	1				30
31	China															31
32	India												1			32
33	Japan															33
34	Persia															34
35	Turkey in Asia											1	7			35
36	Asia, n. s.															36
37	Algeria															37
38	Egypt															38
39	Liberia															39

40	Morocco															40
41	South Africa															41
42	Africa, n. s															42
43	British Honduras															43
44	Central America, n. s												1			44
45	Argentine Republic															45
46	Brazil															46
47	Chili															47
48	Guiana															48
49	Peru															49
50	United States of Colombia								1		1					50
51	Venezuela										1					51
52	South America, n. s															52
53	Antigua															53
54	Bahamas										5					54
55	Barbadoes															55
56	Cuba										8	7				56
57	Curaçoa												1			57
58	Hayti															58
59	Jamaica										1					59
60	Porto Rico					1										60
61	St. Croix															61
62	St. Thomas															62
63	Trinidad															63
64	West Indies										389		1			64
65	Azores										42					65
66	Bermuda										1					66
67	Cape Verde										11					67
68	Islands of the Atlantic, n. s										2					68
69	Australia					3			1		1	1				69
70	Hawaiian Islands								1			1				70
71	New Zealand															71
72	Islands of the Pacific, n. s															72
73	Greenland and Iceland												1			73
74	Born at sea															74
	Total	345	47	21	201	177	27	393	234	202	2,708	2,774	2,432	17	55	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Millers.	Milliners.	Miners, coal.	Miners, n. o. d.	Operatives.	Opticians.	Packers.	Painters.	Paper-hangers.	Paper makers.	Pattern makers.	Paviors.	Plasterers.	Platers.	
1	England	54	8	20	2,092	58	4	10	184	3	10	9	3	87	19	1
2	Ireland	14	10		258	16		1	86	3	1	1		25	6	2
3	Scotland	19	2		793	70	1	3	116	2	10	19		112	7	3
4	Wales	2		1	233				4					1		4
5	Great Britain, n. s.															5
6	Austria	23	3		284				45	1				1		6
7	Bohemia	8	2		27				14							7
8	Hungary	5	2		284				12							8
9	Belgium	3	2		172				6							9
10	Denmark	34	1		31				40							10
11	France	6	9	1	151	1			18							11
12	Germany	236	31	5	513	17	2	1	434	1	4	1		4	1	12
13	Gibraltar															13
14	Greece															14
15	Italy	9	1	62	364		1	1	30	1		3				15
16	Sicily															16
17	Malta															17
18	Netherlands	5			5				11							18
19	Norway	3	1		55				40			1		6		19
20	Portugal		1													20
21	Roumania				16				1							21
22	Russia	45	2		104	1			67	1		1	1			22
23	Finland				13				3							23
24	Poland	2			10	1	1		13							24
25	Spain				9				1							25
26	Sweden	26	5		376		1		80		1		2	2	1	26
27	Switzerland	15	3		27	1			16							27
28	Turkey in Europe								5							28
30	Armenia								1							30
44	Central America, n. s.				2											44
50	United States of Colombia	1			1				1							50
51	Venezuela				1											51
56	Cuba								1							56
64	West Indies								1							64
69	Australia	1			32				1					3		69
70	Hawaiian Islands								1							70
73	Greenland and Iceland				3											73
	Total	511	83	89	5,856	165	10	16	1,232	12	26	35	6	241	34	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Plumbers.	Polishers.	Potters.	Pressers.	Printers.	Refiners.	Riggers.	Rope-makers.	Saddlers and harness makers.	Sail-makers.	Saw-yers.	Seam-stresses.	Ship-wrights.	Shoe-makers.	
1	England	102	10	46	35	87	7	1	6	35	7	12	39	17	188	1
2	Ireland	44		1		25	1	2		20	2	5	34	5	102	2
3	Scotland	82		11	3	45	3		3	9	3	11	2	12	44	3
4	Wales	3													1	4
5	Great Britain, n. s															5
6	Austria	3				5				13			8	1	70	6
7	Bohemia					1			2	6			4		25	7
8	Hungary					3	2			4			4		60	8
9	Belgium					2			1	3				2	19	9
10	Denmark	1		1		1				11	1		18	1	50	10
11	France		1		1	3				5		1	37		19	11
12	Germany	18	2	3	2	38			7	144	3	4	104	3	832	12
13	Gibraltar															13
14	Greece														1	14
15	Italy	5				2			1			5	52		453	15
16	Sicily															16
18	Netherlands									2			3		10	18
19	Norway	2				11			1	6	1	1	2	4	40	19
20	Portugal												1			20
21	Roumania	2				1				5			1		12	21
22	Russia	14		1	2	17				19		2	57		249	22
23	Finland	2				1				1					3	23
24	Poland	5				3	3			5			3		31	24
25	Spain												1			25
26	Sweden	20				34		2	1	19	3	10	26		110	26
27	Switzerland	2				5				6			20		39	27
28	Turkey in Europe					1									4	28
30	Armenia														2	30
35	Turkey in Asia														1	35
50	United States of Colombia														9	50
56	Cuba												3			56
64	West Indies	2				2							101			64
65	Azores												63		1	65
69	Australia	1				4				3					11	69
70	Hawaiian Islands									2					11	70
	Total	308	13	63	43	291	16	5	22	318	20	51	583	45	2,397	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Millers.	Milliners.	Miners, coal.	Miners, n. o. d.	Operatives.	Opticians.	Packers.	Painters.	Paper-hangers.	Paper makers.	Pattern makers.	Paviors.	Plasterers.	Platers.	
1	England	54	8	20	2,092	58	4	10	184	3	10	9	3	87	19	1
2	Ireland	14	10	.....	258	16	.....	1	86	3	1	1	.....	25	6	2
3	Scotland	19	2	.....	793	70	1	3	116	2	10	19	.....	112	7	3
4	Wales	2	.....	1	233	.....	.....	.....	4	.....	.....	.....	.....	1	.....	4
5	Great Britain, n. s.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Austria	23	3	.....	284	.....	.....	.....	45	1	.....	.....	.....	1	.....	6
7	Bohemia	8	2	.....	27	.....	.....	.....	14	.....	.....	.....	.....	.....	.....	7
8	Hungary	5	2	.....	284	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	8
9	Belgium	3	2	.....	172	.....	.....	.....	6	.....	.....	.....	.....	.....	.....	9
10	Denmark	34	1	.....	31	.....	.....	.....	40	.....	.....	.....	.....	.....	.....	10
11	France	6	9	1	151	1	.....	.....	18	.....	.....	.....	.....	.....	.....	11
12	Germany	236	31	5	513	17	2	1	434	1	4	1	.....	4	1	12
13	Gibraltar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
14	Greece	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Italy	9	1	62	364	.....	1	1	30	1	.....	3	.....	.....	.....	15
16	Sicily	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Malta	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
18	Netherlands	5	.....	.....	5	.....	.....	.....	11	.....	.....	.....	.....	.....	.....	18
19	Norway	3	1	.....	55	.....	.....	.....	40	.....	.....	1	.....	6	.....	19
20	Portugal	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
21	Roumania	.....	.....	.....	16	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	21
22	Russia	45	2	.....	104	1	.....	.....	67	1	.....	1	1	.....	.....	22
23	Finland	.....	.....	.....	13	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	23
24	Poland	2	.....	.....	10	1	1	.....	13	.....	.....	.....	.....	.....	.....	24
25	Spain	.....	.....	.....	9	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	25
26	Sweden	26	5	.....	376	.....	1	.....	80	.....	1	.....	2	2	1	26
27	Switzerland	15	3	.....	27	1	.....	.....	16	.....	.....	.....	.....	.....	.....	27
28	Turkey in Europe	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	28
30	Armenia	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	30
44	Central America, n. s.	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
50	United States of Colombia	1	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	50
51	Venezuela	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
56	Cuba	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	56
64	West Indies	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	64
69	Australia	1	.....	.....	32	.....	.....	.....	1	.....	.....	.....	.....	3	.....	69
70	Hawaiian Islands	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	70
73	Greenland and Iceland	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73
	Total	511	83	89	5,856	165	10	16	1,232	12	26	35	6	241	34	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Plumbers.	Polishers.	Potters.	Pressers.	Printers.	Refiners.	Riggers.	Rope-makers.	Saddlers and harness makers.	Sail-makers.	Saw-yers.	Seam-stresses.	Ship-wrights.	Shoe-makers.	
1	England	102	10	46	35	87	7	1	6	35	7	12	39	17	188	1
2	Ireland	44		1		25	1	2		20	2	5	34	5	102	2
3	Scotland	82		11	3	45	3		3	9	3	11	2	12	44	3
4	Wales	3													1	4
5	Great Britain, n. s															5
6	Austria	3				5				13			8	1	70	6
7	Bohemia					1			2	6			4		25	7
8	Hungary					3	2			4			4		60	8
9	Belgium					2			1	3				2	19	9
10	Denmark	1		1		1				11	1		18	1	50	10
11	France		1		1	3				5		1	37		19	11
12	Germany	18	2	3	2	38			7	144	3	4	104	3	832	12
13	Gibraltar															13
14	Greece														1	14
15	Italy	5				2			1			5	52		453	15
16	Sicily															16
18	Netherlands									2			3		10	18
19	Norway	2				11			1	6	1	1	2	4	40	19
20	Portugal												1			20
21	Roumania	2				1				5			1		12	21
22	Russia	14		1	2	17				19		2	57		249	22
23	Finland	2				1				1					3	23
24	Poland	5				3	3			5			3		31	24
25	Spain												1			25
26	Sweden	20				34		2	1	19	3	10	26		110	26
27	Switzerland	2				5				6			20		39	27
28	Turkey in Europe					1									4	28
30	Armenia														2	30
35	Turkey in Asia														1	35
50	United States of Colombia														9	50
56	Cuba												3			56
64	West Indies	2				2							101			64
65	Azores												63		1	65
69	Australia	1				4				3					11	69
70	Hawaiian Islands									2					11	70
	Total	308	13	63	43	291	16	5	22	318	20	51	583	45	2,397	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.															
		Slaters and tilers.	Smelters.	Spinners.	Steel manufacturers.	Stonecutters.	Tailors.	Tallow chandlers.	Tanners and curriers.	Telegraphers.	Tenters.	Thatchers.	Tinkers.	Tinners.	Tobacco and cigar manufacturers and dealers.	Tool grinders.	
1	England	15	8	234	12	116	347	3	21	3	2		17	20	62	17	1
2	Ireland	4		41	1	26	83		6	4	4	4	13	5			2
3	Scotland	11	1	18	12	183	85	1	9		7		1	18	2	1	3
4	Wales	4	1	1		1	3										4
5	Great Britain, n. s																5
6	Austria		1			1	386		12	1			5	21	11		6
7	Bohemia					1	37							4	2		7
8	Hungary					2	86		3				1	4	5		8
9	Belgium	1				7	11		1						30		9
10	Denmark			2		1	61		4						6		10
11	France	1		1		12	31		2					4	1		11
12	Germany	4	5	5	2	35	979	5	50	2			6	90	142	3	12
13	Gibraltar																13
15	Italy			15		75	218		4	1				2	4	1	15
16	Sicily						1										16
18	Netherlands					1	11								7		18
19	Norway			3			45		3					3			19
21	Roumania						38	1					6	1	1		21
22	Russia			1	1	2	967	6	32	1			10	38	123		22
23	Finland						6										23
24	Poland			2			113		3				3	2	20		24
25	Spain						2			1					5		25
26	Sweden		2	30		18	195		10				8	4	6		26
27	Switzerland					12	37		4	1				3			27
28	Turkey in Europe						1										28
35	Turkey in Asia						1										35
50	United States of Colombia						8										50
56	Cuba						2								1,711		56
60	Porto Rico														3		60
61	St. Croix						1										61
64	West Indies														16		64
65	Azores						1										65
69	Australia					8	5										69
70	Hawaiian Islands						8										70
	Total	40	18	353	28	501	3,769	16	164	14	13	4	70	219	2,157	22	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Tool makers.	Turners.	Umbrella makers.	Upholsterers.	Watch and clock makers.	Weavers, silk.	Weavers, n. o. d.	Wheelwrights.	Wine makers.	Wire-workers.	Woolen manufacturers.	Wool sorters.	All other skilled occupations.	Total skilled occupations.	
1	England	2	21	2	11	42	5	676	20	1	16	9	6	9	11,566	1
2	Ireland	1	3		2	4	1	92	5		1	1		6	2,959	2
3	Scotland	3	21		7	11		155	3		1	10	6	8	5,394	3
4	Wales					1		1						1	380	4
5	Great Britain, n. s.														2	5
6	Austria		2		4	10		15	10						1,772	6
7	Bohemia		3			1		12	6						351	7
8	Hungary		2		2	8		3	2						717	8
9	Belgium		2		3			9	1						526	9
10	Denmark		4			18		3						1	1,038	10
11	France		1		4	33		48	2					1	957	11
12	Germany	1	45		19	97	9	236	50	10		7		4	11,219	12
13	Gibraltar															13
14	Greece														11	14
15	Italy		3			1	1	149	2				2	1	2,922	15
16	Sicily														6	16
17	Malta														1	17
18	Netherlands				1	6			1						261	18
19	Norway		2		1	8		4	1						1,834	19
20	Portugal														37	20
21	Roumania		1			2		1	1				1		186	21
22	Russia		6		2	73		16	5			1			3,054	22
23	Finland														89	23
24	Poland		1			1		1				1			386	24
25	Spain		1												69	25
26	Sweden	1			4	5		2	3	1				1	2,955	26
27	Switzerland		2	1	7	34	2	24	4						790	27
28	Turkey in Europe					1		7							26	28
29	Arabia														1	29
30	Armenia														12	30
31	China															31
32	India														2	32
33	Japan														40	33
34	Persia															34
35	Turkey in Asia					1									15	35
36	Asia, n. s.															36
37	Algeria															37
38	Egypt															38
39	Liberia															39

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	SKILLED OCCUPATIONS—continued.														
		Tool makers.	Turners.	Umbrella makers.	Upholsterers.	Watch and clock-makers.	Weavers, silk.	Weavers, n. o. d.	Wheelwrights.	Wine makers.	Wire-workers.	Woolen manufacturers.	Wool sorters.	All other skilled occupations.	Total skilled occupations.	
40	Morocco															40
41	South Africa															41
42	Africa, n. s														1	42
43	British Honduras															43
44	Central America, n. s														3	44
45	Argentine Republic														1	45
46	Brazil															46
47	Chili															47
48	Guiana														1	48
49	Peru															49
50	United States of Colombia														56	50
51	Venezuela														2	51
52	South America, n. s															52
53	Antigua															53
54	Bahamas														5	54
55	Barbadoes														4	55
56	Cuba														1,768	56
57	Curaçoa														1	57
58	Hayti															58
59	Jamaica														1	59
60	Porto Rico														6	60
61	St. Croix														5	61
62	St. Thomas															62
63	Trinidad															63
64	West Indies														561	64
65	Azores														120	65
66	Bermuda														1	66
67	Cape Verde														11	67
68	Islands of the Atlantic, n. s														2	68
69	Australia														163	69
70	Hawaiian Islands														108	70
71	New Zealand														1	71
72	Islands of the Pacific, n. s															72
73	Greenland and Iceland														4	73
74	Born at sea															74
	Total	8	120	3	67	357	18	1,454	116	12	18	29	15	32	52,403	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	MISCELLANEOUS OCCUPATIONS.													
		Agents.	Auctioneers.	Bankers.	Barkeepers.	Bird dealers.	Boat and barge men.	Booksellers and stationers.	Brokers.	Capitalists and proprietors.	Cattle dealers.	Chimney sweepers.	Coachmen.	Contractors.	
1	England	98	4	15	20	1	2	13	48	10	23		52	9	1
2	Ireland	12		1	17			1	5	2	8		48		2
3	Scotland	27		3	2		1	4	6	1	9		22	5	3
4	Wales	1													4
5	Great Britain, n. s.														5
6	Austria			1									2		6
7	Bohemia							1	1	2					7
8	Hungary									3	1		1		8
9	Belgium	1			3								2		9
10	Denmark	1						1		2			1		10
11	France	8		2	2			2		5			10	3	11
12	Germany	7		4	21	21		6	4	9	1	3	22	2	12
13	Gibraltar														13
14	Greece														14
15	Italy	4							1	2		1	6		15
16	Sicily														16
17	Malta														17
18	Netherlands	2			1							1			18
19	Norway	5							1		1	1	1	1	19
20	Portugal														20
21	Roumania														21
22	Russia	1			1			1		4					22
23	Finland														23
24	Poland												2		24
25	Spain	1			1	1									25
26	Sweden	1	2					2		2			3		26
27	Switzerland	2			1								4		27
28	Turkey in Europe														28
29	Arabia														29
30	Armenia														30
32	India			1											32
42	Africa, n. s.	1													42
48	Guiana					1									48
56	Cuba			12											56
59	Jamaica										1				59
	Total	172	6	39	69	24	3	31	66	42	44	6	176	20	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	MISCELLANEOUS OCCUPATIONS—continued.													
		Cooks.	Dairymen.	Farmers.	Fishermen.	Foresters.	Grocers.	Hotel keepers.	Hunters.	Jockeys.	Laborers.	Laundresses.	Lumbermen.	Managers and superintendents.	
1	England	51	10	2,245	7		109	14		3	18,000	10	1	85	1
2	Ireland	26	3	1,878	8	2	66	2		2	24,654	10		13	2
3	Scotland	8	9	646	8	3	55	4		1	2,254	1		16	3
4	Wales	1		39			2				360			1	4
5	Great Britain, n. s			1											5
6	Austria	8		1,461			2	5			6,711			3	6
7	Bohemia			366							818				7
8	Hungary	3		395	1			4	1		7,639				8
9	Belgium	7		165	1						369			2	9
10	Denmark	7	13	1,298	8		1	1			1,910	1		1	10
11	France	77		612			4	3			589	5		9	11
12	Germany	155	6	9,637	7	6	17	85	7	2	19,093	8	1	22	12
13	Gibraltar														13
14	Greece			4							195				14
15	Italy	36		5,617	90		1				19,635	6		6	15
16	Sicily										26				16
17	Malta														17
18	Netherlands	4		732	1						585			5	18
19	Norway	11	1	808	25		1	4			5,668			4	19
20	Portugal	2		16							4				20
21	Roumania			40			1				384				21
22	Russia	3		1,047			4	9			8,136	1	1		22
23	Finland			80	1						1,283				23
24	Poland	3		156							2,628	2			24
25	Spain	2		45							34				25
26	Sweden	17	1	2,676	13		7				17,974	1	1	2	26
27	Switzerland	39	9	749			2				683	1		6	27
28	Turkey in Europe			1							67				28
29	Arabia														29
30	Armenia			12							87				30
31	China														31
32	India			1											32
33	Japan										26				33
34	Persia														34
35	Turkey in Asia			9							18				35
36	Asia, n. s										11				36
37	Algeria										1				37
38	Egypt										3				38
39	Liberia														39

40	Morocco										1				40
41	South Africa														41
42	Africa, n. s										6				42
43	British Honduras														43
44	Central America, n. s			3											44
45	Argentine Republic														45
46	Brazil			1							2				46
47	Chili														47
48	Guiana														48
49	Peru														49
50	United States of Colombia										90				50
51	Venezuela														51
52	South America, n. s														52
53	Antigua										1				53
54	Bahamas			1							3				54
55	Barbadoes			1											55
56	Cuba			4							2				56
57	Curaçoa														57
58	Hayti														58
59	Jamaica	1		1											59
60	Porto Rico														60
61	St. Croix														61
62	St. Thomas														62
63	Trinidad										1				63
64	West Indies			47							19	102			64
65	Azores			42	1						645				65
66	Bermuda														66
67	Cape Verde														67
68	Islands of the Atlantic, n. s														68
69	Australia	3		37							94				69
70	Hawaiian Islands	2		33							225				70
71	New Zealand														71
72	Islands of the Pacific, n. s														72
73	Greenland and Iceland			26							4				73
74	Born at sea														74
	Total	466	52	30,932	171	11	272	131	8	8	140,938	148	4	175	

No. 38.—*Statement, by* **COUNTRIES,** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	MISCELLANEOUS OCCUPATIONS—continued.													
		Merchants, dealers.	Nurses.	Officers, civil.	Peddlers.	Publishers.	Quarrymen.	Railroad men.	Ranchmen.	Servants.	Shepherds.	Showmen.	Sisters of charity, mercy, and nuns.	Soldiers.	
1	England	1,079	49	21	6		57	18	24	3,034	2	2	2	8	1
2	Ireland	248	62	5			4	7	4	11,390	1		32	4	2
3	Scotland	373	8	7	1	3	22	4		1,342	10			3	3
4	Wales	7					7			35					4
5	Great Britain, n. s.									1					5
6	Austria	411	2	1	48					393		2	4		6
7	Bohemia	52	1							58	1				7
8	Hungary	184	1		12					316					8
9	Belgium	53	1	1	1					23			3		9
10	Denmark	64		3				1		462					10
11	France	194	10	3	1		1	2		152	3	4	38		11
12	Germany	1,952	38	10	39		1	9		3,532	22		39	4	12
13	Gibraltar	2													13
14	Greece	65													14
15	Italy	237	4	1	22	1				595	4			2	15
16	Sicily	4								2					16
17	Malta														17
18	Netherlands	103	3					1		52					18
19	Norway	117	5	2	1					916					19
20	Portugal	3	8	1						3					20
21	Roumania	51			17					107		1			21
22	Russia	1,153	4		399					511	1				22
23	Finland	3	4							88					23
24	Poland	38	3		36					148					24
25	Spain	73	2	2						6					25
26	Sweden	78	13	3	6			1		3,722				1	26
27	Switzerland	122	1		2			1		200			4		27
28	Turkey in Europe	28													28
29	Arabia														29
30	Armenia	4			1										30
31	China	4								1					31
32	India									1					32
33	Japan	22								58					33
34	Persia	1													34
35	Turkey in Asia	106			2										35
36	Asia, n. s.														36
37	Algeria	1													37
38	Egypt	1													38

39	Liberia														39
40	Morocco														40
41	South Africa														41
42	Africa, n. s														42
43	British Honduras	4													43
44	Central America, n. s.	3													44
45	Argentine Republic	1													45
46	Brazil	2													46
47	Chili	1		1											47
48	Guiana														48
49	Peru	1													49
50	United States of Colombia	34													50
51	Venezuela	4		1											51
52	South America, n. s	1													52
53	Antigua														53
54	Bahamas	1													54
55	Barbadoes									2					55
56	Cuba	432	1							6					56
57	Curacoa									1					57
58	Hayti	2													58
59	Jamaica	2													59
60	Porto Rico	4													60
61	St. Croix		1							4					61
62	St. Thomas														62
63	Trinidad	1													63
64	West Indies	27								11					64
65	Azores	5								330					65
66	Bermuda	2													66
67	Cape Verde									2					67
68	Islands of the Atlantic, n. s														68
69	Australia	31								5				1	69
70	Hawaiian Islands	25													70
71	New Zealand														71
72	Islands of the Pacific, n. s	2								1					72
73	Greenland and Iceland														73
74	Born at sea														74
	Total	7,418	221	62	594	4	92	44	28	27,510	44	9	122	23	

No. 38.—*Statement, by* **COUNTRIES** *of the* **OCCUPATIONS** *of* **IMMIGRANTS** *arrived during* **Year** *ending June* 30, **1887**—Cont'd.

	COUNTRY OF LAST PERMANENT RESIDENCE OR CITIZENSHIP.	MISCELLANEOUS OCCUPATIONS—continued.						RECAPITULATION OF OCCUPATIONS.					TOTAL IMMIGRANTS.	
		Students.	Teamsters.	Travelers, commercial.	Woodcutters.	All other miscellaneous occupations.	Total miscellaneous occupations.	Professional.	Skilled.	Miscellaneous.	Not stated.	None.		
1	England	107	35	5	2		25,281	651	11,566	25,281	82	35,275	72,855	1
2	Ireland	27	14				38,556	156	2,959	38,556	9	26,690	68,370	2
3	Scotland	15	32		2		4,907	138	5,394	4,907	9	8,251	18,699	3
4	Wales						453	4	380	453		983	1,820	4
5	Great Britain, n. s.						2		2	2			4	5
6	Austria	10	2				9,066	97	1,772	9,066		9,495	20,430	6
7	Bohemia	2					1,302	13	351	1,302		2,913	4,579	7
8	Hungary	2					8,563	27	717	8,563		5,949	15,[illegible]56	8
9	Belgium	3				1	636	36	526	636	33	1,322	2,553	9
10	Denmark	7					3,782	37	1,038	3,782		3,667	8,524	10
11	France	14	2	4	4		1,763	141	957	1,763	139	2,034	5,034	11
12	Germany	82	8		1	2	34,885	838	11,219	34,885	32	59,891	106,865	12
13	Gibraltar						2	1		2		9	12	13
14	Greece	1					265		11	265		37	313	14
15	Italy	8	20	1			26,300	307	2,922	26,300	449	17,554	47,532	15
16	Sicily						32		6	32		52	90	16
17	Malta								1				1	17
18	Netherlands	2					1,492	32	261	1,492		2,721	4,506	18
19	Norway	8	1				7,582	30	1,834	7,582	4	6,819	16,269	19
20	Portugal	2					39		37	39	9	25	110	20
21	Roumania	1					602	9	186	602		1,248	2,045	21
22	Russia	10	2	1	1		11,290	66	3,054	11,290		14,534	28,944	22
23	Finland						1,459	2	89	1,459		272	1,822	23
24	Poland	3	1		1		3,021	5	386	3,021		2,716	6,128	24
25	Spain	7					174	8	69	174	25	160	436	25
26	Sweden	15	3			2	24,546	51	2,955	24,546		15,284	42,836	26
27	Switzerland	3	3			1	1,833	68	790	1,833	4	2,519	5,214	27
28	Turkey in Europe	6					102	7	26	102		71	206	28
29	Arabia								1			1	2	29
30	Armenia						104	1	12	104		4	121	30
31	China						5			5		5	10	31
32	India	1					4	10	2	4		16	32	32
33	Japan	51					157	7	40	157		25	229	33
34	Persia						1			1			1	34
35	Turkey in Asia	3					138	6	15	138		49	208	35
36	Asia, n. s.						11			11		1	12	36
37	Algeria						2			2			2	37
38	Egypt						4	1		4			5	38

39	Libia											1	1	39
40	Morocco						1			1		1	2	40
41	South Africa											3	3	41
42	Africa, n. s						7		1	7		5	13	42
43	British Honduras						4			4			4	43
44	Central America, n. s						6	1	3	6	4	5	19	44
45	Argentine Republic						1	1	1	1		1	4	45
46	Brazil	2					7	2		7		12	21	46
47	Chili	1					3			3		2	5	47
48	Guiana						1		1	1			2	48
49	Peru						1			1			1	49
50	United States of Colombia	4					128	7	56	128		117	308	50
51	Venezuela	2					7	1	2	7		10	20	51
52	South America, n. s						1	1		1		3	5	52
53	Antigua						1			1		2	3	53
54	Bahamas						5		5	5		6	16	54
55	Barbadoes						3		4	3		9	16	55
56	Cuba	7					464	83	1,768	464		1,319	3,634	56
57	Curaçoa						1		1	1		10	12	57
58	Hayti	1					3			3		2	5	58
59	Jamaica	2					7	4	1	7		11	23	59
60	Porto Rico	2					6		6	6		11	23	60
61	St. Croix	1					6		5	6		11	22	61
62	St. Thomas											3	3	62
63	Trinidad						2			2		1	3	63
64	West Indies	3					209	1	561	209		345	1,116	64
65	Azores						1,023		120	1,023		107	1,250	65
66	Bermuda						2		1	2		2	5	66
67	Cape Verde						2		11	2		1	14	67
68	Islands of the Atlantic, n. s								2			8	10	68
69	Australia						171	25	163	171		168	527	69
70	Hawaiian Islands						285	7	108	285		344	744	70
71	New Zealand								1				1	71
72	Islands of the Pacific, n. s						3			3	2	5	10	72
73	Greenland and Iceland						30		4	30		92	126	73
74	Born at sea											63	63	74
	Total	415	123	11	11	6	210,751	2,882	52,403	210,751	801	223,272	490,109	

No. 39.—*Statement of the Number, Sex,* **NATIONALITY,** *and* **DESTINATION** *of the* **PASSENGERS,** *not Immigrants, arrived in the United States during the* **Year** *ending June* 30, **1887.**

[Arrivals from the Dominion of Canada and Mexico not included.]

Country of last permanent residence or citizenship.	Country in which they intend to reside.	Males.	Females.	Total.
England	England	3,257	1,513	4,770
	Scotland	2	.....	2
	Austria	.....	1	1
	China	2	1	3
	India	1	1	2
	Japan	4	.....	4
	South Africa	2	.....	2
	Quebec and Ontario	657	267	924
	Nova Scotia	6	4	10
	New Brunswick	2	2	4
	British Columbia	6	6	12
	Mexico	9	.....	9
	British Honduras	1	.....	1
	Argentine Republic	2	.....	2
	Brazil	1	.....	1
	Peru	1	.....	1
	Bahamas	6	2	8
	Barbadoes	6	1	7
	Cuba	4	1	5
	Hayti	1	.....	1
	Jamaica	6	.....	6
	St. Thomas	.....	1	1
	Trinidad	3	4	7
	West Indies, not specified	23	10	33
	Bermuda	16	12	28
	Australia	22	5	27
	Hawaiian Islands	3	2	5
	New Zealand	3	.....	3
	Total	4,046	1,833	5,879
Ireland	Ireland	254	149	403
	England	3	.....	3
	Quebec and Ontario	75	45	120
	Mexico	4	1	5
	Bahamas	4	5	9
	Bermuda	2	1	3
	Australia	5	3	8
	New Zealand	1	.....	1
	Total	348	204	552
Scotland	Scotland	253	87	340
	England	23	3	26
	Africa, not specified	1	.....	1
	Quebec and Ontario	167	70	237
	British Honduras	1	.....	1
	Argentine Republic	4	.....	4
	Bahamas	2	.....	2
	Cuba	2	.....	2
	Bermuda	5	.....	5
	Australia	3	1	4
	Total	461	161	622
Wales	Wales	9	9	18
	Quebec and Ontario	3	2	5
Great Britain, not specified	Quebec and Ontario	1	.....	1
Austria	Austria	115	70	185
	Quebec and Ontario	2	1	3
	Mexico	2	1	3
	South America, not specified	1	.....	1
	Total	120	72	192
Bohemia	Bohemia	17	5	22
Hungary	Hungary	28	9	37
	Quebec and Ontario	1	.....	1
Belgium	Belgium	46	21	67
	Quebec and Ontario	4	2	6
	Cuba	2	.....	2
	Total	52	23	75

No. 39.—NATIONALITY *and* **DESTINATION** *of* **PASSENGERS** *arrived during the* **Year** *ending June* 30, **1887**—Continued.

Country of last permanent residence or citizenship.	Country in which they intend to reside.	Males.	Females.	Total.
Denmark	Denmark	31	18	49
	Quebec and Ontario	1	.....	1
	Porto Rico	1	.....	1
	Total	33	18	51
France	France	1,127	580	1,707
	England	3	.....	3
	China	1	.....	1
	Japan	1	.....	1
	Quebec and Ontario	64	17	81
	Newfoundland	3	.....	3
	British Columbia	1	1	2
	Mexico	24	11	35
	Costa Rica	2	1	3
	Guatemala	2	.....	2
	Central America, not specified	1	.....	1
	Brazil	3	2	5
	Chili	1	.....	1
	United States of Colombia	13	4	17
	Cuba	2	6	8
	Hayti	1	.....	1
	Martinique	1	.....	1
	Porto Rico	1	.....	1
	Bermuda	1	2	3
	Australia	2	.....	2
	Society Islands	3	.....	3
	Miquelon	2	1	3
	Total	1,259	625	1,884
Germany	Germany	1,528	1,048	2,576
	England	4	2	6
	Quebec and Ontario	21	11	32
	New Brunswick	2	.....	2
	Mexico	9	2	11
	Guatemala	1	.....	1
	Central America, not specified	.....	1	1
	Brazil	1	.....	1
	United States of Colombia	1	.....	1
	Cuba	1	.....	1
	Curaçoa	1	.....	1
	Porto Rico	1	.....	1
	St. Croix	1	.....	1
	Society Islands	1	.....	1
	Total	1,572	1,064	2,636
Greece	Greece	7	1	8
Italy	Italy	511	122	633
	Quebec and Ontario	12	1	13
	Mexico	2	.....	2
	Cuba	3	1	4
	Hayti	2	.....	2
	Total	530	124	654
Malta	Malta	1	.....	1
Netherlands	Netherlands	87	6	93
	France	1	.....	1
	Quebec and Ontario	13	3	16
	Total	101	9	110
Norway	Norway	81	4	85
	Quebec and Ontario	4	3	7
	Central America, not specified	1	.....	1
	Total	86	7	93
Portugal	Portugal	11	1	12
	Quebec and Ontario	1	.....	1
	Brazil	1	.....	1
	Total	13	1	14
Roumania	Roumania	7	6	13
	Quebec and Ontario	.....	1	1

No. 39.—NATIONALITY *and* **DESTINATION** *of* **PASSENGERS** *arrived during the* **Year** *ending June* 30, **1887**—Continued.

Country of last permanent residence or citizenship.	Country in which they intend to reside.	Males.	Females.	Total.
Russia	Russia	30	12	42
	Japan	1	.....	1
	Quebec and Ontario	12	4	16
	Cuba	1	2	3
	Total	44	18	62
Finland	Finland	6	.....	6
Poland	Poland	7	2	9
Spain	Spain	570	154	724
	France	1	.....	1
	Quebec and Ontario	5	5	10
	Mexico	23	5	28
	Central America, not specified	1	.....	1
	Brazil	1	.....	1
	United States of Colombia	1	.....	1
	South America, not specified	1	.....	1
	Cuba	55	20	75
	Porto Rico	5	1	6
	Total	663	185	848
Sweden	Sweden	52	19	71
	Quebec and Ontario	8	5	13
	Cuba	2	.....	2
	Total	62	24	86
Switzerland	Switzerland	238	141	379
	England	1	.....	1
	Japan	1	1	2
	Quebec and Ontario	4	2	6
	Total	244	144	388
Turkey in Europe	Turkey in Europe	37	7	44
Arabia	Arabia	7	8	15
Armenia	Armenia	3	.....	3
China	China	1,429	26	1,455
	British Columbia	165	28	193
	Peru	3	.....	3
	United States of Colombia	1,118	4	1,122
	Cuba	55	.....	55
	Hawaiian Islands	897	29	926
	Total	3,667	87	3,754
India	India	4	.....	4
	Bermuda	1	.....	1
Japan	Japan	233	4	237
Persia	Persia	4	1	5
Syria	Syria	1	.....	1
	France	20	.....	20
Turkey in Asia	Turkey in Asia	7	.....	7
Algeria	Algeria	5	.....	5
Egypt	Egypt	7	.....	7
Liberia	Liberia	26	6	32
	Quebec and Ontario	.....	5	5
Morocco	Morocco	2	.....	2
South Africa	South Africa	1	.....	1
Africa, not specified	Africa, not specified	2	3	5
British Honduras	British Honduras	21	19	40
Costa Rica	Costa Rica	31	7	38
	France	3	2	5
Guatemala	Guatemala	23	7	30
	Spain	1	.....	1
Central America, not specified	Central America, not specified	54	15	69
	England	1	.....	1
	Austria	1	1	2
	Total	56	16	72
Argentine Republic	Argentine Republic	3	2	5
Brazil	Brazil	47	19	66
Chili	Chili	18	5	23
	Cuba	2	.....	2

No. 39.—NATIONALITY *and* **DESTINATION** *of* **PASSENGERS** *arrived during the* **Year** *ending June* 30, **1887**—Continued.

Country of last permanent residence or citizenship.	Country in which they intend to reside.	Males.	Females.	Total.
Ecuador	Ecuador	19	10	29
Guiana	Guiana	8	4	12
Peru	Peru	32	3	35
	Germany	1	.....	1
	Italy	5	1	6
	Total	38	4	42
United States of Colombia	United States of Colombia	173	62	235
	France	1	.....	1
	Mexico	2	.....	2
	Total	176	62	238
Venezuela	Venezuela	101	35	136
	Germany	1	.....	1
South America, not specified	South America, not specified	7	4	11
Antigua	Antigua	2	2	4
	Quebec and Ontario	1	.....	1
Bahamas	Bahamas	20	13	33
Barbadoes	Barbadoes	23	13	36
Cuba	Cuba	1,226	561	1,787
	France	5	.....	5
	China	4	1	5
	Porto Rico	.....	1	1
	Total	1,235	563	1,798
Curaçoa	Curaçoa	4	.....	4
Guadeloupe	Guadeloupe	2	.....	2
Hayti	Hayti	40	6	46
	Scotland	1	.....	1
Jamaica	Jamaica	25	28	53
	England	5	1	6
	Europe, not specified	3	.....	3
	Quebec and Ontario	1	2	3
	Total	34	31	65
Martinique	Martinique	1	.....	1
Porto Rico	Porto Rico	25	9	34
	Europe, not specified	5	2	7
St. Croix	St. Croix	12	2	14
	Germany	6	5	11
St. Thomas	St. Thomas	5	8	13
	United States of Colombia	1	.....	1
Trinidad	Trinidad	14	7	21
West Indies, not specified	West Indies, not specified	113	49	162
	Ireland	1	.....	1
	Nova Scotia	2	.....	2
	Total	116	49	165
Azores	Azores	2	.....	2
Bermuda	Bermuda	131	96	227
Canary Islands	Canary Islands	3	.....	3
Madeira Islands	Madeira Islands	2	.....	2
Australia	Australia	196	59	255
	England	509	184	693
	Quebec and Ontario	3	1	4
	Total	708	244	952
Hawaiian Islands	Hawaiian Islands	226	60	286
New Zealand	New Zealand	2	.....	2
Philippine Islands	Philippine Islands	1	.....	1
Society Islands	Society Islands	25	5	30
TOTAL ALIENS NOT INTENDING TO REMAIN IN THE UNITED STATES		16,950	5,979	22,929
CHINESE RETURNING, HAVING LEGAL CERTIFICATES OF FORMER RESIDENCE IN THE UNITED STATES		10,932	231	11,163
CITIZENS OF THE UNITED STATES RETURNING FROM ABROAD		53,701	27,483	81,184
TOTAL PASSENGERS NOT IMMIGRANTS		81,583	33,693	115,276

No. 40.—*Statement, by* **CUSTOMS DISTRICTS,** *of the Number, Age, and Sex of the* **PASSENGERS** *who* **DIED** *on the voyage to the United States during the* **Year** *ending June* 30, **1887.**

	CUSTOMS DISTRICTS OF DESTINATION.	Under 15 years of age.			15 and under 40 years of age.			40 years of age and upward.			TOTAL DEATHS.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
1	Baltimore, Md.	29	13	42	5	1	6	2	1	3	36	15	51	1
2	Boston and Charlestown, Mass.	2	3	5	1	.....	1	.....	.....	.....	3	3	6	2
3	New Orleans, La.	3	.....	3	.....	.....	.....	1	.....	1	4	.....	4	3
4	New York, N. Y.	63	61	124	39	15	54	31	9	40	133	85	218	4
5	Philadelphia, Pa.	5	5	10	2	1	3	.....	.....	.....	7	6	13	5
6	San Francisco, Cal.	.....	.....	.....	17	.....	17	.....	.....	.....	17	.....	17	6
	Total	102	82	184	64	17	81	34	10	44	200	109	309	

No. 41.—*Statement, by* **CUSTOMS DISTRICTS,** *of the* **PASSENGERS DEPARTED** *from the United States during the* **Year** *ending June* 30, **1887.**

	CUSTOMS DISTRICTS FROM WHICH DEPARTED.	WHOLE NUMBER OF PASSENGERS.			AGE.						MODE OF CONVEYANCE.						
					Adults.			Children.			By steamers.			By sailing vessels.			
		Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
1	Baltimore, Md	2,538	1,175	3,713	2,324	998	3,322	214	177	391	2,489	1,174	3,663	49	1	50	1
2	Boston and Charlestown, Mass	4,255	3,551	7,806	3,762	3,166	6,928	493	385	878	3,872	3,367	7,239	383	184	567	2
3	Charleston, S. C	7	.....	7	7	.....	7	.....	.....	.....	.....	.....	.....	7	.....	7	3
4	Galveston, Tex	92	36	128	91	35	126	1	1	2	92	36	128	.....	.....	.....	4
5	Key West, Fla	4,359	1,645	6,004	4,066	1,315	5,381	293	330	623	4,057	1,476	5,533	302	169	471	5
6	New Bedford, Mass	172	49	221	164	41	205	8	8	16	.....	.....	.....	172	49	221	6
7	New Haven, Conn	.....	3	3	.....	2	2	.....	1	1	.....	.....	.....	.....	3	3	7
8	New Orleans, La	926	154	1,080	905	125	1,030	21	29	50	914	152	1,066	12	2	14	8
9	New York, N. Y	98,149	46,650	144,799	89,363	39,326	128,689	8,786	7,324	16,110	98,005	46,593	144,598	144	57	201	9
10	Oregon, Oregon	455	4	459	455	4	459	.....	.....	.....	.....	.....	.....	455	4	459	10
11	Philadelphia, Pa	2,185	1,564	3,749	1,917	1,303	3,220	268	261	529	2,182	1,564	3,746	3	.....	3	11
12	Providence, R. I	1	1	2	1	1	2	.....	.....	.....	.....	.....	.....	1	1	2	12
13	Puget Sound, Wash	8,279	2,414	10,693	8,037	2,182	10,219	242	232	474	8,158	2,409	10,567	121	5	126	13
14	Saint Augustine, Fla	5	1	6	4	1	5	1	.....	1	.....	.....	.....	5	1	6	14
15	Saint John's, Fla	114	67	181	111	65	176	3	2	5	87	64	151	27	3	30	15
16	San Francisco, Cal	13,685	1,347	15,032	13,585	1,260	14,845	100	87	187	13,531	1,270	14,801	154	77	231	16
17	Yorktown, Va	10	4	14	6	2	8	4	2	6	10	4	14	.....	.....	.....	17
	Total	135,232	58,665	193,897	124,798	49,826	174,624	10,434	8,839	19,273	133,397	58,109	191,506	1,835	556	2,391	

NUMBER OF CHINESE INCLUDED IN ABOVE STATEMENT.

1	Oregon, Oregon	453	2	455	453	2	455	.....	.....	.....	.....	.....	.....	453	2	455	1
2	Puget Sound, Wash	322	1	323	322	1	323	.....	.....	.....	212	1	213	110	.....	110	2
3	San Francisco, Cal	11,339	234	11,573	11,339	234	11,573	.....	.....	.....	11,339	234	11,573	.....	.....	.....	3
	Total	12,114	237	12,351	12,114	237	12,351	.....	.....	.....	11,551	235	11,786	563	2	565	

NUMBER OF INDIANS INCLUDED IN ABOVE STATEMENT.

1	Puget Sound, Wash	92	16	108	92	16	108	.....	.....	.....	92	16	108	.....	.....	.....	1

No. 41.—*Statement, by* **CUSTOMS DISTRICTS,** *of the* **PASSENGERS DEPARTED** *from the United States during the* **Year** *ending June* 30, **1887**—Continued.

	CUSTOMS DISTRICTS FROM WHICH DEPARTED.	PART OF VESSEL OCCUPIED.																		
		CABIN.									OTHER THAN CABIN.									
		Adults.			Children.			Total.			Adults.			Children.			Total.			
		Males	Females	Total	Males	Females	Total	Males	Females	Total	Males	Females	Total	Males	Females	Total	Males	Females	Total.	
1	Baltimore, Md	416	203	619	37	32	69	453	235	688	1,908	795	2,703	177	145	322	2,085	940	3,025	1
2	Boston and Charlestown, Mass	958	940	1,898	64	56	120	1,022	996	2,018	2,804	2,226	5,030	429	329	758	3,233	2,555	5,788	2
3	Charleston, S. C	3	.....	3	.....	.....	.....	3	.....	3	4	.....	4	.....	.....	.....	4	.....	4	3
4	Galveston, Tex	56	31	87	1	1	2	57	32	89	35	4	39	.....	.....	.....	35	4	39	4
5	Key West, Fla	3,955	1,299	5,254	290	322	612	4,245	1,621	5,866	111	16	127	3	8	11	114	24	138	5
6	New Bedford, Mass	10	4	14	.....	.....	.....	10	4	14	154	37	191	8	8	16	162	45	207	6
7	New Haven, Conn	.....	2	2	.....	1	1	.....	3	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
8	New Orleans, La	416	117	533	18	28	46	434	145	579	489	8	497	3	1	4	492	9	501	8
9	New York, N. Y	42,837	18,994	61,831	3,992	3,358	7,350	46,829	22,352	69,181	46,526	20,332	66,858	4,794	3,966	8,760	51,320	24,298	75,618	9
10	Oregon, Oregon	2	2	4	.....	.....	.....	2	2	4	453	2	455	.....	.....	.....	453	2	455	10
11	Philadelphia, Pa	173	205	378	23	24	47	196	229	425	1,744	1,098	2,842	245	237	482	1,989	1,335	3,324	11
12	Providence, R. I	1	1	2	.....	.....	.....	1	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Puget Sound, Wash	7,178	2,130	9,308	242	232	474	7,420	2,362	9,782	859	52	911	.....	.....	.....	859	52	911	13
14	Saint Augustine, Fla	4	1	5	1	.....	1	5	1	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
15	Saint John's, Fla	110	57	167	3	2	5	113	59	172	1	8	9	.....	.....	.....	1	8	9	15
16	San Francisco, Cal	1,527	924	2,451	82	72	154	1,609	996	2,605	12,058	336	12,394	18	15	33	12,076	351	12,427	16
17	Yorktown, Va	6	2	8	4	2	6	10	4	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
	Total	57,652	24,912	82,564	4,757	4,130	8,887	62,409	29,042	91,451	67,146	24,914	92,060	5,677	4,709	10,386	72,823	29,623	102,446	

NUMBER OF CHINESE INCLUDED IN ABOVE STATEMENT.

1	Oregon, Oregon	.....	.....	.....	.....	.....	.....	.....	.....	.....	453	2	455	.....	.....	.....	453	2	455	1
2	Puget Sound, Wash	.....	.....	.....	.....	.....	.....	.....	.....	.....	322	1	323	.....	.....	.....	322	1	323	2
3	San Francisco, Cal	6	2	8	.....	.....	.....	6	2	8	11,333	232	11,565	.....	.....	.....	11,333	232	11,565	3
	Total	6	2	8	.....	.....	.....	6	2	8	12,108	235	12,343	.....	.....	.....	12,108	235	12,343	

NUMBER OF INDIANS INCLUDED IN ABOVE STATEMENT.

1	Puget Sound, Wash	.....	.....	.....	.....	.....	.....	.....	.....	.....	92	16	108	.....	.....	.....	92	16	108	1

SECTION III.

NAVIGATION.

YEAR ENDING JUNE 30, 1887.

No. 42.—*Statement, by* **CUSTOMS DISTRICTS**, *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	CUSTOMS DISTRICTS INTO WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
	SEA PORTS.															
1	Alaska, Alaska	22	20,838	7	2,641	29	23,479							29	23,479	1
2	Alexandria, Va	8	3,720			8	3,720							8	3,720	2
3	Apalachicola, Fla			10	3,877	10	3,877			29	14,981	29	14,981	39	18,858	3
4	Baltimore, Md	137	42,341	15	14,079	152	56,420	473	594,650	37	41,692	510	636,342	662	692,762	4
5	Bangor, Me	3	790			3	790	11	2,015	1	218	12	2,233	15	3,023	5
6	Barnstable, Mass			10	880	10	880	13	1,573	1	144	14	1,717	24	2,597	6
7	Bath, Me			1	1,113	1	1,113	7	470			7	470	8	1,583	7
8	Beaufort, S. C			1	460	1	460	3	1,859	50	34,247	53	36,106	54	36,566	8
9	Belfast, Me	2	276			2	276	150	11,146			150	11,146	152	11,422	9
10	Boston and Charlestown, Mass.	535	250,715	3	1,320	538	252,035	1,953	1,028,930	1	1,194	1,954	1,030,124	2,492	1,282,159	10
11	Brazos de Santiago, Tex							2	153			2	153	2	153	11
12	Bridgeton, N. J	1	563			1	563	1	567			1	567	2	1,130	12
13	Brunswick, Ga			13	5,636	13	5,636	4	880	122	65,173	126	66,053	139	71,689	13
14	Castine, Me	2	512			2	512	1	85	1	30	2	115	4	627	14
15	Charleston, S. C	22	3,790	2	1,099	24	4,889	67	36,328	90	63,226	157	99,554	181	104,443	15
16	Corpus Christi, Tex	1	38			1	38							1	38	16
17	Delaware, Del	6	2,560			6	2,560	4	1,726	5	4,143	9	5,869	15	8,429	17
18	Edgartown, Mass	1	286			1	286							1	286	18
19	Fairfield, Conn	2	338			2	338	9	955			9	955	11	1,293	19
20	Fall River, Mass							18	2,278			18	2,278	18	2,278	20
21	Fernandina, Fla			11	3,100	11	3,100	1	741	16	5,324	17	6,065	28	9,165	21
22	Frenchman's Bay, Me	4	908	1	54	5	962	7	1,303	3	154	10	1,457	15	2,419	22
23	Galveston, Tex	13	8,815			13	8,815	49	42,880	96	65,407	145	108,287	158	117,102	23
24	Georgetown, D. C	13	4,612			13	4,612	1	194			1	194	14	4,806	24
25	Gloucester, Mass	56	5,919	1	65	57	5,984	63	19,356	2	184	65	19,540	122	25,524	25
26	Humboldt, Cal	1	231	4	930	5	1,161	4	2,149	2	686	6	2,835	11	3,996	26
27	Key West, Fla	255	124,064	13	2,513	268	126,577	65	7,585	10	4,427	65	12,012	343	138,589	27
28	Machias, Me	11	3,475			11	3,475	3	245			3	245	14	3,720	28
29	Marblehead, Mass							38	4,165	1	89	39	4,254	39	4,254	29
30	Mobile, Ala	7	1,002	17	5,769	24	6,771	25	9,447	53	38,296	78	47,743	102	54,514	30
31	Newark, N. J	46	8,462			46	8,462	18	3,149			18	3,149	64	11,611	31
32	New Bedford, Mass	33	8,979	1	60	34	9,039	9	3,361			9	3,361	43	12,400	32
33	Newburyport, Mass	2	297			2	297	25	3,400			25	3,400	27	3,697	33
34	New Haven, Conn	18	3,832			18	3,832	20	6,144			20	6,144	38	9,976	34

35	New London, Conn	10	2,082			10	2,082	3	450			3	450	13	2,532	35
36	New Orleans, La	129	54,346	11	10,351	140	64,697	376	380,629	242	275,078	618	655,707	758	720,404	36
37	Newport, R. I	6	1,173	1	146	7	1,319	17	2,020			17	2,020	24	3,339	37
38	New York, N. Y	1,651	987,270	3	407	1,654	987,677	4,335	5,098,278	2	1,155	4,337	5,099,433	5,991	6,087,110	38
39	Norfolk and Portsmouth, Va	3	1,244	5	1,909	8	3,153	16	19,899	36	43,469	52	63,368	60	66,521	39
40	Oregon, Oregon	4	2,638	2	2,530	6	5,168	14	14,962	31	30,740	45	45,702	51	50,870	40
41	Pamlico, N. C	4	393			4	393							4	393	41
42	Passamaquoddy, Me	225	158,147	14	1,813	239	159,960	313	18,043	214	36,195	527	54,238	766	214,198	42
43	Pearl River, Miss	10	1,691	57	17,259	67	18,950	2	1,375	47	31,422	49	32,797	116	51,747	43
44	Pensacola, Fla	2	851	33	15,846	35	16,697	35	25,450	292	211,150	327	236,600	362	253,297	44
45	Perth Amboy, N. J							29	32,303			29	32,303	29	38,303	45
46	Philadelphia, Pa	353	180,711	8	6,146	361	186,857	997	1,057,297	40	46,608	1,037	1,103,905	1,398	1,290,762	46
47	Plymouth, Mass							2	773			2	773	2	773	47
48	Portland and Falmouth, Me	45	19,290	5	1,453	50	20,743	234	117,712	17	13,842	251	131,554	301	152,297	48
49	Portsmouth, N. H	3	543			3	543	44	6,649			44	6,649	47	7,192	49
50	Providence, R. I	29	6,160			29	6,160	62	9,615			62	9,615	91	15,775	50
51	Puget Sound, Wash	232	112,330	472	199,987	704	312,317	12	2,509	123	75,336	135	77,845	839	390,162	51
52	Richmond, Va	6	2,509	1	184	7	2,693	5	1,859	13	5,797	18	7,656	25	10,349	52
53	Saco, Me							1	88			1	88	1	88	53
54	Saint Augustine, Fla	4	400			4	400							4	400	54
55	Saint John's, Fla	10	4,146	9	2,763	19	6,909	14	1,112	1	93	15	1,205	34	8,114	55
56	Saint Mark's, Fla			4	1,106	4	1,106			1	610	1	610	5	1,716	56
57	Saint Mary's, Ga			1	226	1	226							1	226	57
58	Salem and Beverly, Mass	5	1,372			5	1,372	75	12,562			75	12,562	80	13,934	58
59	San Diego, Cal	27	7,911	73	5,317	100	13,228	12	12,032	1	101	13	12,133	113	25,361	59
60	San Francisco, Cal	450	463,747	10	5,279	460	469,026	340	463,222	23	32,806	363	496,028	823	965,054	60
61	Savannah, Ga	4	1,423	3	784	7	2,207	42	27,198	226	149,603	268	176,801	275	179,008	61
62	Stonington, Conn							7	783			7	783	7	783	62
63	Teche, La	12	8,484	1	96	13	8,580							13	8,580	63
64	Waldoborough, Me	16	1,514			16	1,514	559	41,438			559	41,438	575	42,952	64
65	Willamette, Oregon	3	2,822	2	2,984	5	5,806	21	20,809	30	32,110	51	52,919	56	58,725	65
66	Wilmington, Cal	16	24,098	4	517	20	24,615	45	64,185			45	64,185	65	88,800	66
67	Wilmington, N. C	3	803	6	1,921	9	2,724	49	18,569	86	40,039	135	58,608	144	61,332	67
68	Wiscasset, Me	5	1,384			5	1,384	8	1,944			8	1,944	13	3,328	68
69	Yorktown, Va	3	1,471			3	1,471	23	40,816	11	12,695	34	53,511	37	54,982	69
	Total	4,471	2,548,316	835	322,620	5,306	2,870,936	10,736	9,282,315	1,956	1,378,464	12,692	10,660,779	17,998	13,531,715	
	LAKE PORTS.															
1	Buffalo Creek, N. Y	119	18,465	111	10,032	230	28,497	441	77,458	231	11,492	672	88,950	902	117,447	1
2	Cape Vincent, N. Y	278	12,782	27	1,240	305	14,022	887	173,032	42	5,120	929	178,152	1,234	192,174	2
3	Champlain, N. Y	716	70,921	94	7,490	810	78,411	42	4,509	17	1,617	59	6,126	869	84,537	3
4	Chicago, Ill	111	34,482	46	14,027	157	48,509	116	45,308	6	1,621	122	46,929	279	95,438	4
5	Cuyahoga, Ohio	27	2,365	44	4,783	71	7,148	83	24,137	239	64,087	322	88,224	393	95,372	5
6	Detroit, Mich	795	49,483	232	23,945	1,027	73,428	1,701	109,531	233	34,644	1,934	144,175	2,961	217,603	6
7	Duluth, Minn	73	28,391	4	2,639	77	31,030	95	69,658	70	30,804	165	100,462	242	131,492	7
8	Erie, Pa			8	550	8	550	3	1,236	18	4,309	21	5,545	29	6,095	8
9	Genesee, N. Y	7	473	27	5,948	34	6,421	250	56,951	201	48,543	451	105,494	485	111,915	9
10	Huron, Mich	60	20,941	162	55,315	222	76,256	160	8,634	162	17,736	322	26,370	544	102,626	10
11	Miami, Ohio	14	538	53	6,442	67	6,980			153	40,247	153	40,247	220	47,227	11
12	Michigan, Mich	11	2,382	84	22,431	95	24,813	96	34,158	39	12,922	135	47,080	230	71,893	12

No. 42.—AMERICAN *and* FOREIGN *Vessels* ENTERED, *by* CUSTOMS DISTRICTS—Year *ending June* 30, 1887—Cont'd.

	CUSTOMS DISTRICTS INTO WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
	LAKE PORTS—continued.															
13	Milwaukee, Wis	2	757	.....	.....	2	757	2	1,175	.....	.....	2	1,175	4	1,932	13
14	Niagara, N. Y	9	3,893	.....	.....	9	3,893	185	81,289	33	4,052	218	85,341	227	89,234	14
15	Oswegatchie, N. Y	61	6,160	171	8,513	232	14,673	108	32,848	287	61,513	395	94,361	627	109,034	15
16	Oswego, N. Y	115	18,466	70	12,470	185	30,936	1,079	189,371	503	123,201	1,582	312,572	1,767	343,508	16
17	Sandusky, Ohio	305	14,346	103	8,711	408	23,057	47	2,616	80	16,837	127	19,453	535	42,510	17
18	Superior, Mich	96	3,219	41	8,273	137	11,492	210	129,189	260	186,061	470	315,250	607	326,742	18
19	Vermont, Vt	107	13,217	7	490	114	13,707	460	71,544	111	12,538	571	84,082	685	97,789	19
	Total	2,906	301,281	1,284	193,299	4,190	494,580	5,965	1,112,644	2,685	677,344	8,650	1,789,988	12,840	2,284,568	
	Aggregate	7,377	2,849,597	2,119	515,919	9,496	3,365,516	16,701	10,394,959	4,641	2,055,808	21,342	12,450,767	30,838	15,816,283	

No. 43.—*Statement, by* **CUSTOMS DISTRICTS,** *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *in the* FOREIGN TRADE, *which* **CLEARED** *from the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	CUSTOMS DISTRICTS FROM WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	
	SEA PORTS.															
1	Alaska, Alaska	14	9,762	16	13,362	30	23,124							30	23,124	1
2	Alexandria, Va	3	1,246			3	1,246							3	1,246	2
3	Apalachicola, Fla	6	2,533			6	2,533	29	14,678			29	14,678	35	17,211	3
4	Baltimore, Md	154	58,643	29	1,991	183	60,634	567	742,044	22	12,960	589	755,004	772	815,638	4
5	Bangor, Me	18	5,266			18	5,266	11	4,986	9	827	20	5,813	38	11,079	5
6	Barnstable, Mass	1	184	17	1,509	18	1,693			11	981	11	981	29	2,674	6
7	Bath, Me	1	460	4	905	5	1,365	1	113	7	469	8	582	13	1,947	7
8	Beaufort, S. C							126	120,646			126	120,646	126	120,646	8
9	Belfast, Me	9	2,755	11	1,968	20	4,723			151	11,220	151	11,220	171	15,943	9
10	Boston and Charlestown, Mass	305	184,524	260	60,530	565	245,054	1,130	727,620	725	110,662	1,855	838,282	2,420	1,083,336	10
11	Brazos de Santiago, Tex			1	100	1	100	1	115	1	27	2	142	3	242	11
12	Brunswick, Ga	17	8,241	2	153	19	8,394	152	80,101			152	80,101	171	88,495	12
13	Castine, Me	3	401			3	401	1	30			1	30	4	431	13
14	Charleston, S. C	13	3,529	13	1,806	26	5,335	176	113,759	1	1,014	177	114,773	203	120,108	14
15	Corpus Christi, Tex			4	1,105	4	1,105							4	1,105	15
16	Delaware, Del	2	742			2	742	2	1,074	1	314	3	1,388	5	2,130	16
17	Fairfield, Conn	1	602			1	602	2	173	7	693	9	866	10	1,468	17
18	Fall River, Mass									16	2,054	16	2,054	16	2,054	18
19	Fernandina, Fla	33	10,728			33	10,728	29	9,838			29	9,838	62	20,566	19
20	Frenchman's Bay, Me			1	132	1	132	1	83	3	154	4	237	5	369	20
21	Galveston, Tex	13	8,954	13	5,062	26	14,016	157	122,845			157	122,845	183	136,861	21
22	Georgetown, D. C							1	194			1	194	1	194	22
23	Georgetown, S. C	10	2,324			10	2,324							10	2,324	23
24	Gloucester, Mass	29	2,664	41	3,247	70	5,911			49	10,317	49	10,317	119	16,228	24
25	Humboldt, Cal	11	2,912			11	2,912	8	3,385			8	3,385	19	6,297	25
26	Kennebunk, Me			2	256	2	256							2	256	26
27	Key West, Fla	87	34,776	174	92,102	261	126,878	46	8,007	23	1,375	69	9,382	330	136,260	27
28	Machias, Me	15	5,726	204	30,275	219	36,001	2	368	2	91	4	459	223	36,460	28
29	Marblehead, Mass									36	3,905	36	3,905	36	3,905	29
30	Mobile, Ala	30	9,563			30	9,563	86	54,764			86	54,764	116	64,327	30
31	Newark, N. J	2	658			2	658	40	6,796	7	1,188	47	7,984	49	8,642	31
32	New Bedford, Mass	7	3,072	25	5,271	32	8,343	1	107	7	2,572	8	2,679	40	11,022	32
33	Newburyport, Mass			14	2,251	14	2,251			25	3,400	25	3,400	39	5,651	33
34	New Haven, Conn	11	2,047	1	186	12	2,233			12	1,515	12	1,515	24	3,748	34

No. 43.—AMERICAN *and* **FOREIGN** *vessels* **CLEARED,** *by* **CUSTOMS DISTRICTS—Year** *ending June* 30, **1887**—Cont'd.

	CUSTOMS DISTRICTS FROM WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	
	SEA-PORTS—continued.															
35	New London, Conn	2	254			2	254			2	272	2	272	4	526	35
36	New Orleans, La	120	57,083	11	3,196	131	60,279	547	592,249	14	3,646	561	595,895	692	656,174	36
37	Newport, R. I									10	978	10	978	10	978	37
38	New York, N. Y	1,075	755,479	64	20,821	1,139	776,300	3,767	4,859,264	365	144,127	4,132	5,003,391	5,271	5,779,691	38
39	Norfolk and Portsmouth, Va.	34	15,313	4	262	38	15,575	167	191,048	3	825	170	191,873	208	207,448	39
40	Oregon, Oregon	10	11,369			10	11,369	54	66,162			54	66,162	64	77,531	40
41	Pamlico, N. C	5	498			5	498							5	498	41
42	Passamaquoddy, Me	146	158,963	253	13,042	399	172,005	12	3,191	515	51,047	527	54,238	926	226,243	42
43	Pearl River, Miss	72	19,672			72	19,672	54	34,474			54	34,474	126	54,146	43
44	Pensacola, Fla	45	21,176	3	1,028	48	22,204	327	240,732			327	240,732	375	262,936	44
45	Perth Amboy, N. J	11	4,167	3	236	14	4,403	56	47,785	1	642	57	48,427	71	52,830	45
46	Philadelphia, Pa	228	145,420	11	4,098	239	149,518	770	794,703	54	37,619	824	832,322	1,063	981,840	46
47	Plymouth, Mass			1	449	1	449			1	68	1	68	2	517	47
48	Portland and Falmouth, Me.	91	41,116	34	9,869	125	50,985	119	120,305	135	20,959	254	141,264	379	192,249	48
49	Portsmouth, N. H			16	4,167	16	4,167			47	6,935	47	6,935	63	11,102	49
50	Providence, R. I	2	988	7	1,641	9	2,629	2	185	52	5,671	54	5,856	63	8,485	50
51	Puget Sound, Wash	538	188,804	196	128,802	734	317,606	114	88,066	33	4,036	147	92,102	881	409,708	51
52	Richmond, Va	11	4,537			11	4,537	56	20,029			56	20,029	67	24,566	52
53	Saco, Me			1	135	1	135			1	88	1	88	2	223	53
54	Saint Augustine, Fla	2	70	2	29	4	99							4	99	54
55	Saint John's, Fla	22	7,272	1	477	23	7,749	15	1,205			15	1,205	38	8,954	55
56	Saint Mark's, Fla	1	306			1	306	2	1,050			2	1,050	3	1,356	56
57	Saint Mary's, Ga	3	956			3	956							3	956	57
58	Salem and Beverly, Mass			32	6,597	32	6,597	2	204	55	7,769	57	7,973	89	14,570	58
59	San Diego, Cal	87	7,545	17	2,837	104	10,382	1	80	3	3,293	4	3,373	108	13,755	59
60	San Francisco, Cal	380	379,903	49	73,813	429	453,716	300	408,103	50	55,726	350	463,829	779	917,545	60
61	Savannah, Ga	1	265	1	56	2	321	267	197,275	1	897	268	198,172	270	198,493	61
62	Stonington, Conn							1	124	6	659	7	783	7	783	62
63	Waldoborough, Me	4	1,433	37	5,981	41	7,414			560	41,467	560	41,467	601	48,881	63
64	Willamette, Oregon	23	23,267	2	1,144	25	24,411	106	114,211	4	3,366	110	117,577	135	141,988	64
65	Wilmington, Cal	9	2,302	7	10,300	16	12,602	6	6,982	12	17,066	18	24,048	34	36,650	65
66	Wilmington, N. C	34	8,845			34	8,845	161	75,422			161	75,422	195	84,267	66
67	Wiscasset, Me	2	656	3	490	5	1,146	3	517	1	79	4	596	9	1,742	67
68	Yorktown, Va	32	38,866			32	38,866	235	284,602	8	7,350	243	291,952	275	330,818	68
	Total	3,785	2,258,837	1,587	511,681	5,372	2,770,518	9,713	10,159,694	3,048	580,323	12,761	10,740,017	18,133	13,510,535	

	LAKE PORTS.															
1	Buffalo Creek, N. Y	29	6,635	211	22,871	240	29,506	65	13,780	601	73,441	666	87,221	906	116,727	1
2	Cape Vincent, N. Y	196	9,942	106	4,231	302	14,173	532	157,779	380	16,550	921	174,329	1,223	188,502	2
3	Champlain, N. Y	702	69,163	78	7,274	780	76,437	39	3,987	22	2,557	61	6,544	841	82,981	3
4	Chicago, Ill	378	119,701	9	2,208	387	121,909	70	27,910	50	18,386	120	46,296	507	168,205	4
5	Cuyahoga, Ohio	76	15,384	25	2,314	101	17,698	236	64,188	89	22,491	325	86,679	426	104,377	5
6	Detroit, Mich	316	32,584	689	35,568	1,005	68,152	191	27,903	1,712	111,537	1,903	139,440	2,908	207,592	6
7	Duluth, Minn	73	37,265	13	1,462	86	38,727	163	99,509	2	951	165	100,460	251	139,187	7
8	Erie, Pa	3	3,800	8	419	11	4,219	6	4,470	13	2,259	19	6,729	30	10,948	8
9	Genesee, N. Y	26	5,446	8	404	34	5,850	452	118,034	87	13,037	539	131,071	573	136,921	9
10	Huron, Mich	16	5,999	96	26,889	112	32,888	58	6,926	257	15,900	315	22,826	427	55,714	10
11	Miama, Ohio	53	6,454	9	413	62	6,867	154	39,522	24	6,405	178	45,927	240	52,794	11
12	Michigan, Mich	3	211	18	504	21	715	38	14,856	3	317	41	15,173	62	15,888	12
13	Milwaukee, Wis	.....	.....	1	285	1	285	.....	.....	.....	.....	.....	.....	1	285	13
14	Niagara, N. Y	.....	.....	9	3,280	9	3,280	166	73,869	52	11,165	218	85,034	227	88,314	14
15	Oswegatchie, N. Y	112	5,003	89	6,951	201	11,954	144	23,548	227	64,503	371	88,051	572	100,005	15
16	Oswego, N. Y	72	10,819	49	3,111	121	13,930	932	193,503	605	103,341	1,537	296,844	1,658	310,774	16
17	Sandusky, Ohio	72	10,551	333	13,727	405	24,278	84	17,953	53	4,525	137	22,478	542	46,756	17
18	Superior, Mich	18	2,133	108	4,361	126	6,494	127	85,604	358	229,855	485	315,459	611	321,953	18
19	Vermont, Vt	5	948	82	10,218	87	11,166	210	45,607	347	38,000	557	83,607	644	94,773	19
	Total	2,150	342,038	1,941	146,490	4,091	488,528	3,667	1,018,948	4,891	735,220	8,558	1,754,168	12,649	2,242,696	
	Aggregate	5,935	2,600,875	3,528	658,171	9,463	3,259,046	13,380	11,178,642	7,939	1,315,543	21,319	12,494,185	30,782	15,753,231	

No. 44.—*Statement, by* **COUNTRIES,** *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
1	Argentine Republic	26	17,424	7	6,420	33	23,844	46	28,396	176	112,881	222	141,277	255	165,121	1
2	Austria	1	1,518			1	1,518	33	47,780	3	3,127	36	50,907	37	52,425	2
3	Belgium	23	37,543			23	37,543	223	432,664	9	9,831	232	442,495	255	480,038	3
4	Brazil	101	73,403	6	3,361	107	76,764	391	225,055	146	98,079	537	323,134	644	399,898	4
5	Chili	22	16,386			22	16,386	43	36,281	17	15,174	60	51,455	82	67,841	5
6	China	5	4,457	4	4,955	9	9,412	9	12,297	20	18,170	29	30,467	38	39,879	6
	Central American States:															
7	Costa Rica, on the Caribbean Sea			1	449	1	449	28	16,714	3	3,267	31	19,981	32	20,430	7
8	Guatemala, on the Caribbean Sea	2	216			2	216							2	216	8
9	Guatemala, on the Pacific	1	538			1	538							1	538	9
10	Honduras, on the Caribbean Sea	99	35,089			99	35,089	84	22,930	1	51	85	22,981	184	58,070	10
11	Honduras, on the Pacific							1	165			1	165	1	165	11
12	Nicaragua, on the Caribbean Sea	13	3,986			13	3,986	42	15,300			42	15,300	55	19,286	12
13	Nicaragua, on the Pacific	2	615			2	615			1	609	1	609	3	1,224	13
14	San Salvador	1	418			1	418	1	766			1	766	2	1,184	14
15	Denmark							36	56,844			36	56,844	36	56,844	15
16	Danish West Indies	21	5,506	2	617	23	6,123	12	4,117	27	15,364	39	19,481	62	25,604	16
17	Greenland, Iceland, and the Faroe Islands	3	1,101			3	1,101	14	4,601			14	4,601	17	5,702	17
18	Ecuador	3	503			3	503							3	503	18
19	France, on the Atlantic	18	24,229	12	16,337	30	40,566	197	395,088	59	46,423	256	441,511	286	482,077	19
20	France, on the Mediterranean	3	3,077	1	1,015	4	4,092	72	87,737	17	12,359	89	100,096	93	104,188	20
21	French West Indies	27	4,574	10	2,296	37	6,870	12	6,423	25	16,781	37	23,204	74	30,074	21
22	French Guiana							1	132	2	700	3	832	3	832	22
23	Miquelon, Langley, and Saint Pierre Islands							11	1,024			11	1,024	11	1,024	23
24	French East Indies			1	192	1	192							1	192	24
25	French Possessions in Africa and adjacent islands	6	1,719			6	1,719	119	137,874	26	11,691	145	149,565	151	151,284	25
26	French Possessions, all other	15	4,518	1	664	16	5,182	4	1,066	2	1,010	6	2,076	22	7,258	26
27	Germany	7	7,494	1	628	8	8,122	704	1,029,739	15	17,144	719	1,046,883	727	1,055,005	27
28	England	86	140,734	1	146	87	140,880	1,700	3,194,980	204	238,340	1,904	3,433,320	1,991	3,574,200	28
29	Scotland							204	404,095	13	15,245	217	419,340	217	419,340	29
30	Ireland	6	10,001	1	1,828	7	11,829	26	21,668	27	19,225	53	40,893	60	52,722	30
31	Gibraltar							2	1,390	6	5,695	8	7,085	8	7,085	31
32	Nova Scotia, New Brunswick, and Prince Edward Island	1,049	366,317	21	2,542	1,070	368,859	3,420	408,690	249	59,797	3,669	468,487	4,739	837,346	32

33	Quebec, Ontario, Manitoba, and the Northwest Territory	2,911	303,097	1,284	193,299	4,195	496,396	5,997	1,120,268	2,686	678,808	8,683	1,799,076	12,878	2,295,472	33
34	British Columbia	398	316,302	441	169,127	839	485,429	56	52,430	41	9,985	97	62,415	936	547,844	34
35	Newfoundland and Labrador	29	2,680			29	2,680	23	6,279			23	6,279	52	8,959	35
36	British West Indies	345	109,611	55	19,193	400	128,804	558	244,746	185	123,311	743	368,057	1,143	496,861	36
37	British Guiana	36	12,245	2	714	38	12,959	76	34,730	41	21,791	117	56,521	155	69,480	37
38	British Honduras	3	468			3	468	15	6,194	2	1,007	17	7,201	20	7,669	38
39	British East Indies	34	40,111			34	40,111	81	109,585	2	2,617	83	112,202	117	152,313	39
40	Hong-Kong	55	91,001	1	1,135	56	92,136	23	44,975	2	3,380	25	48,355	81	140,491	40
41	British Possessions in Africa and adjacent islands	17	7,547			17	7,547	30	16,028	39	29,769	69	45,797	86	53,344	41
42	British Possessions in Australasia	28	35,893	9	8,558	37	44,451	171	223,426	81	80,632	252	304,058	289	348,509	42
43	British Possessions, all other							1	1,386			1	1,386	1	1,386	43
44	Greece							23	31,226			23	31,226	23	31,226	44
45	Hawaiian Islands	138	54,733	21	12,460	159	67,193	28	31,122	4	2,838	32	33,960	191	101,153	45
46	Hayti	125	38,879			125	38,879	73	34,008			73	34,008	198	72,887	46
47	Italy (continental)	2	1,987			2	1,987	168	177,086	41	32,903	209	209,989	211	211,976	47
48	Sicily and Sardinia (Italy, insular)	7	6,400			7	6,400	233	221,412	1	455	234	221,867	241	228,267	48
49	Japan	10	10,214	4	7,260	14	17,474	25	33,738	2	2,761	27	36,499	41	53,973	49
50	Liberia	4	1,452			4	1,452							4	1,452	50
51	Mexico, on the Gulf	145	86,328	11	1,539	156	87,867	81	52,414	16	7,904	97	60,318	253	148,185	51
52	Mexico, on the Pacific	52	14,852	84	10,929	136	25,781	6	1,423	7	6,181	13	7,604	149	33,385	52
53	Netherlands	7	8,285			7	8,285	175	247,963	11	5,163	186	253,126	193	261,411	53
54	Dutch West Indies	35	27,595	3	774	38	28,369	21	6,223			21	6,223	59	34,592	54
55	Dutch Guiana	11	4,368			11	4,368			1	225	1	225	12	4,593	55
56	Dutch East Indies	4	3,220			4	3,220	19	13,003	1	920	20	13,923	24	17,143	56
57	Peru	2	1,794	2	2,145	4	3,939	5	3,486	8	6,585	13	10,071	17	14,010	57
58	Portugal	4	2,967	1	124	5	3,091	83	47,760	29	16,576	112	64,336	117	67,427	58
59	Azore, Madeira, and Cape Verde Islands	11	5,504	3	627	14	6,131	11	6,367	83	73,278	94	79,645	108	85,776	59
60	Portuguese Possessions in Africa and adjacent islands	1	288			1	288			4	2,969	4	2,969	5	3,257	60
61	Russia, on the Baltic and White Seas			1	1,173	1	1,173	1	1,041			1	1,041	2	2,214	61
62	Russia, Asiatic			3	1,708	3	1,708	2	359	1	619	3	978	6	2,686	62
63	San Domingo	37	18,462	6	1,903	43	20,365	32	9,380			32	9,380	75	29,745	63
64	Spain, on the Atlantic	3	1,685			3	1,685	99	90,947	17	8,695	116	99,642	119	101,327	64
65	Spain, on the Mediterranean	1	1,086			1	1,086	225	255,213	77	47,085	302	302,298	303	303,384	65
66	Cuba	977	553,257	48	13,288	1,025	566,545	509	396,474	71	54,607	580	451,081	1,605	1,017,626	66
67	Porto Rico	128	41,865	4	1,231	132	43,096	121	41,901	2	2,126	123	44,117	255	87,213	67
68	Canary Islands							2	543	10	12,777	12	13,320	12	13,320	68
69	Philippine Islands	52	62,617			52	62,617	36	42,140	1	1,209	37	43,349	89	105,966	69
70	Sweden and Norway							54	54,126	15	8,377	69	62,503	69	62,503	70
71	Turkey in Europe							2	917			2	917	2	917	71
72	Turkey in Asia	1	1,581			1	1,581	63	42,015			63	42,015	64	43,596	72
73	Turkey in Africa							16	9,634			16	9,634	16	9,634	73
74	United States of Colombia, on the Caribbean Sea	93	103,129	52	24,038	145	127,167	57	53,851	41	31,361	98	85,212	243	212,379	74
75	United States of Colombia, on the Pacific	45	75,137	2	655	47	75,792			11	10,028	11	10,028	58	85,820	75
76	Uruguay	8	5,451	2	1,244	10	6,695	47	28,776	58	47,263	105	76,039	115	82,734	76
77	Venezuela	35	24,287			35	24,287	17	6,380	2	640	19	7,020	54	31,307	77

No. 44.—AMERICAN *and* FOREIGN *Vessels* ENTERED, *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
78	All other countries and ports in Africa, not elsewhere specified....	10	5,731	.....	.....	10	5,731	.....	.....	.....	.....	.....	.....	10	5,731	78
79	All other islands and ports, not elsewhere specified	7	1,517	2	589	9	2,106	1	78	.....	.....	1	78	10	2,184	79
80	North Atlantic whale fisheries	17	2,515	.....	.....	17	2,515	.....	.....	.....	.....	.....	.....	17	2,515	80
81	North Pacific whale fisheries	1	16	9	756	10	772	.....	.....	.....	.....	.....	.....	10	772	81
82	All other whale fisheries	8	2,074	.....	.....	8	2,074	.....	.....	.....	.....	.....	.....	8	2,074	82
	Total	7,377	2,849,597	2,119	515,919	9,496	3,365,516	16,701	10,394,959	4,641	2,055,808	21,342	12,450,767	30,838	15,816,283	

No. 45.—*Statement, by* **COUNTRIES,** *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *in the* FOREIGN TRADE, *which* **CLEARED** *from the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
1	Argentine Republic	67	43,046			67	43,046	223	140,201	1	481	224	140,682	291	183,728	1
2	Austria	2	2,274			2	2,274	33	26,727			33	26,727	35	29,001	2
3	Belgium	18	29,718			18	29,718	327	556,346			327	556,346	345	586,064	3
4	Brazil	118	82,000			118	82,000	194	90,086			194	90,086	312	172,086	4
5	Chili	17	14,301			17	14,301	39	32,976	8	14,329	47	47,305	64	61,606	5
6	China	7	9,636			7	9,636	19	19,278			19	19,278	26	28,914	6
	Central American States:															
7	Costa Rica on the Caribbean Sea	7	1,845			7	1,845	30	17,412			30	17,412	37	19,257	7
8	Guatemala on the Caribbean Sea	4	1,703	3	324	7	2,027	1	408			1	408	8	2,435	8
9	Guatemala on the Pacific	3	633			3	633							3	633	9
10	Honduras on the Caribbean Sea	79	30,088	11	2,450	90	32,538	60	19,232	16	3,975	76	23,207	166	55,745	10
11	Nicaragua on the Caribbean Sea	8	2,759			8	2,759	35	11,565	5	2,037	40	13,602	48	16,361	11
12	San Salvador							1	390			1	390	1	390	12
13	Denmark							76	93,464			76	93,464	76	93,464	13
14	Danish West Indies	52	18,831	3	1,719	55	20,550	15	3,927			15	3,927	70	24,477	14
15	Greenland, Iceland, and the Faroe Islands			3	1,032	3	1,032			7	2,354	7	2,354	10	3,386	15
16	Ecuador	3	439			3	439	5	2,571			5	2,571	8	3,010	16
17	France on the Atlantic	27	36,129			27	36,129	613	839,560			613	839,560	640	875,689	17
18	France on the Mediterranean	3	2,685			3	2,685	96	108,041			96	108,041	99	110,726	18
19	French West Indies	98	25,250			98	25,250	24	8,130			24	8,130	122	33,380	19
20	French Guiana	14	2,143			14	2,143	7	1,116			7	1,116	21	3,259	20
21	Miquelon, Langley, and Saint Pierre Islands							38	4,877	1	155	39	5,032	39	5,032	21
22	French East Indies	3	3,504			3	3,504	4	3,607			4	3,607	7	7,111	22
23	French Possessions in Africa and adjacent islands	5	1,594			5	1,594	16	6,875			16	6,875	21	8,469	23
24	French Possessions, all other	19	4,829			19	4,829	8	3,598			8	3,598	27	8,427	24
25	Germany	4	4,500			4	4,500	888	1,209,217	2	1,622	890	1,210,839	894	1,215,339	25
26	England	54	90,062	2	120	56	90,182	2,374	3,860,466	2	2,294	2,376	3,862,760	2,432	3,952,942	26
27	Scotland	2	1,627			2	1,627	316	507,877	1	1,056	317	508,933	319	510,560	27
28	Ireland	23	33,590			23	33,590	503	531,824	1	309	504	532,133	527	565,723	28
29	Gibraltar							18	10,657			18	10,657	18	10,657	29
30	Nova Scotia, New Brunswick, and Prince Edward Island	269	245,936	910	131,137	1,179	377,073	1,184	176,664	2,682	374,645	3,866	551,309	5,045	928,382	30
31	Quebec, Ontario, Manitoba, and the Northwest Territory	2,150	342,038	1,946	148,536	4,096	490,574	3,671	1,022,949	4,901	741,955	8,572	1,764,904	12,668	2,255,478	31

No. 45.—AMERICAN *and* FOREIGN *Vessels* CLEARED, *by* COUNTRIES—Year *ending June* 30, 1887—Continued.

	COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
32	British Columbia	599	269,208	263	223,636	862	492,844	18	9,323	86	63,037	104	72,360	966	565,204	32
33	Newfoundland and Labrador	32	3,224	3	249	35	3,473	85	27,236	1	75	86	27,311	121	30,784	33
34	British West Indies	366	99,741	55	7,561	421	107,302	347	141,192	67	21,111	414	162,303	835	269,605	34
35	British Guiana	64	22,085	.....	.....	64	22,085	38	13,348	.....	.....	38	13,348	102	35,433	35
36	British Honduras	6	1,518	.....	.....	6	1,518	16	8,526	2	684	18	9,210	24	10,728	36
37	British East Indies	32	43,913	.....	.....	32	43,913	47	63,126	.....	.....	47	63,126	79	107,039	37
38	Hong-Kong	31	60,141	1	1,668	32	61,809	16	37,512	.....	.....	16	37,512	48	99,321	38
39	British Possessions in Africa and adjacent islands	23	8,808	.....	.....	23	8,808	40	13,761	.....	.....	40	13,761	63	22,569	39
40	British Possessions in Australasia	48	51,891	.....	.....	48	51,891	122	102,878	.....	.....	122	102,878	170	154,769	40
41	British Possessions, all other	4	1,886	.....	.....	4	1,886	4	2,536	.....	.....	4	2,536	8	4,422	41
42	Greece	.....	.....	.....	.....	.....	.....	4	4,099	.....	.....	4	4,099	4	4,099	42
43	Hawaiian Islands	157	68,062	2	1,598	159	69,660	26	28,711	1	659	27	29,370	186	99,030	43
44	Hayti	85	33,477	.....	.....	85	33,477	66	40,301	.....	.....	66	40,301	151	73,779	44
45	Italy (Continental)	3	2,151	.....	.....	3	2,151	226	199,309	.....	.....	226	199,309	229	201,460	45
46	Sicily and Sardinia (Italy, insular)	1	562	.....	.....	1	562	30	19,902	.....	.....	30	19,902	31	20,464	46
47	Japan	19	29,639	.....	.....	19	29,639	22	32,210	.....	.....	22	32,210	41	61,849	47
48	Liberia	6	2,138	.....	.....	6	2,138	.....	.....	.....	.....	.....	.....	6	2,138	48
49	Mexico on the Gulf	96	67,071	21	6,080	117	73,151	66	44,412	9	6,161	75	50,573	192	123,724	49
50	Mexico on the Pacific	122	22,792	16	1,788	138	24,580	10	2,750	3	2,934	13	5,684	151	30,264	50
51	Netherlands	8	9,370	.....	.....	8	9,370	287	343,653	.....	.....	287	343,653	295	353,023	51
52	Dutch West Indies	19	9,245	2	808	21	10,053	14	4,923	.....	.....	14	4,923	35	14,976	52
53	Dutch Guiana	12	4,262	.....	.....	12	4,262	1	237	.....	.....	1	237	13	4,499	53
54	Dutch East Indies	11	11,883	.....	.....	11	11,883	66	56,780	.....	.....	66	56,780	77	68,663	54
55	Peru	3	2,434	1	1,436	4	3,870	11	8,472	1	1,526	12	9,998	16	13,868	55
56	Portugal	8	5,470	.....	.....	8	5,470	168	99,367	1	144	169	99,511	177	104,981	56
57	Azore, Madeira, and Cape-Verde Islands	21	8,044	2	117	23	8,161	12	6,042	3	2,843	15	8,885	38	17,046	57
58	Portuguese Possessions in Africa and adjacent islands	.....	.....	.....	.....	.....	.....	4	1,999	.....	.....	4	1,999	4	1,999	58
59	Russia on the Baltic and White Seas	.....	.....	.....	.....	.....	.....	71	48,546	.....	.....	71	48,546	71	48,546	59
60	Russia on the Black Sea	.....	.....	.....	.....	.....	.....	6	4,126	.....	.....	6	4,126	6	4,126	60
61	Russia, Asiatic	2	1,175	.....	.....	2	1,175	3	800	.....	.....	3	800	5	1,975	61
62	San Domingo	26	11,350	3	198	29	11,548	14	3,420	.....	.....	14	3,420	43	14,968	62
63	Spain on the Atlantic	12	6,938	.....	.....	12	6,938	103	68,104	1	494	104	68,598	116	75,536	63
64	Spain on the Mediterranean	6	4,764	.....	.....	6	4,764	143	107,529	.....	.....	143	107,529	149	112,293	64
65	Cuba	674	408,307	236	118,820	910	527,127	127	120,923	130	65,667	257	186,590	1,167	713,717	65
66	Porto Rico	91	30,815	.....	.....	91	30,815	26	10,251	2	1,854	28	12,105	119	42,920	66

67	Canary Islands	2	590			2	590	14	3,393			14	3,393	16	3,983	67
68	Spanish Possessions in Africa and adjacent islands	1	269			1	269							1	269	68
69	Philippine Islands	2	2,102			2	2,102	3	1,824			3	1,824	5	3,926	69
70	Sweden and Norway							69	37,286			69	37,286	69	37,286	70
71	Turkey in Europe							12	7,979			12	7,979	12	7,979	71
72	Turkey in Asia	1	709			1	709	4	2,307			4	2,307	5	3,016	72
73	Turkey in Africa							17	10,030			17	10,030	17	10,030	73
74	United States of Colombia on the Caribbean Sea	179	137,847	1	37	180	137,884	89	64,997	1	1,513	90	66,510	270	204,394	74
75	United States of Colombia on the Pacific	43	71,174	4	2,507	47	73,681			2	38	2	38	49	73,719	75
76	Uruguay	13	11,150			13	11,150	97	55,375	2	1,591	99	56,966	112	68,116	76
77	Venezuela	35	37,438			35	37,438	15	7,525			15	7,525	50	44,963	77
78	All other countries and ports in Asia not elsewhere specified							2	1,503			2	1,503	2	1,503	78
79	All other countries and ports in Africa not elsewhere specified	6	3,831			6	3,831							6	3,831	79
80	All other islands and ports not elsewhere specified	9	2,156			9	2,156	1	78			1	78	10	2,234	80
81	North Atlantic whale fisheries	1	85	20	3,646	21	3,731							21	3,731	91
82	North Pacific whale fisheries			17	1,944	17	1,944							17	1,944	82
83	All other whale fisheries			3	760	3	760							3	760	83
	Total	5,935	2,600,875	3,528	658,171	9,463	3,259,046	13,380	11,178,642	7,939	1,315,543	21,319	12,494,185	30,782	15,753,231	

No. 46.—*Statement, by* **CUSTOMS DISTRICTS,** *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	CUSTOMS DISTRICTS INTO WHICH ENTERED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
	SEA-PORTS.															
1	Alaska, Alaska	22	20,838	7	2,641	29	23,479							29	23,479	1
2	Baltimore, Md	3	1,254			3	1,254	375	523,005	25	33,241	400	556,246	403	557,500	2
3	Beaufort, S. C									16	18,503	16	18,503	16	18,503	3
4	Boston and Charlestown, Mass	118	96,133			118	96,133	490	804,735			490	804,735	608	900,868	4
5	Brunswick, Ga			1	600	1	600			2	2,267	2	2,267	3	2,867	5
6	Charleston, S. C							6	6,735	40	40,994	46	47,729	46	47,729	6
7	Delaware, Del									2	1,454	2	1,454	2	1,454	7
8	Fernandina, Fla							1	741	2	663	3	1,404	3	1,404	8
9	Galveston, Tex	12	8,484			12	8,484	28	35,589	27	34,387	55	69,976	67	78,460	9
10	Key West, Fla	209	120,947	6	1,679	215	122,626	4	3,866	3	2,295	7	6,161	222	128,787	10
11	Mobile, Ala							3	2,857	4	4,807	7	7,664	7	7,664	11
12	New Bedford, Mass							1	1,164			1	1,164	1	1,164	12
13	New Orleans, La	94	45,909			94	45,909	295	342,156	135	183,374	430	525,530	524	571,439	13
14	New York, N. Y	249	391,610	1	58	250	391,668	2,001	3,705,843			2,001	3,705,843	2,251	4,097,511	14
15	Norfolk and Portsmouth, Va	1	71	1	71	2	142	5	8,356	19	26,795	24	35,151	26	35,293	15
16	Oregon, Oregon	2	1,780			2	1,780							2	1,780	16
17	Passamaquoddy, Me	136	155,067			136	155,067	21	3,573	202	33,004	223	36,577	359	191,644	17
18	Perth Amboy, N. J							20	24,817			20	24,817	20	24,817	18
19	Philadelphia, Pa	23	26,035	3	225	26	26,260	498	666,620	8	10,355	506	676,975	532	703,235	19
20	Plymouth, Mass							1	705			1	705	1	705	20
21	Portland and Falmouth, Me							39	86,709			39	86,709	39	86,709	21
22	Providence, R. I							1	626			1	626	1	626	22
23	Puget Sound, Wash	209	105,363	412	161,126	621	266,489	5	688	27	2,073	32	2,761	653	269,250	23
24	Richmond, Va									3	3,763	3	3,763	3	3,763	24
25	Saint John's, Fla	8	3,816	3	1,431	11	5,247							11	5,247	25
26	San Diego, Cal	9	936	48	4,800	57	5,736			1	101	1	101	58	5,837	26
27	San Francisco, Cal	170	237,780			170	237,780	63	95,390			63	95,390	233	333,170	27
28	Savannah, Ga							7	7,727	42	52,826	49	60,553	49	60,553	28
29	Teche, La	12	8,484			12	8,484							12	8,484	29
30	Willamette, Oregon	2	2,008			2	2,008	1	203			1	203	3	2,211	30
31	Wilmington, Cal			2	232	2	232							2	232	31
32	Wilmington, N. C									9	9,616	9	9,616	9	9,616	32
33	Yorktown, Va	2	1,069			2	1,069	22	40,046	6	8,520	28	48,566	30	49,635	33
	Total	1,281	1,227,584	484	172,863	1,765	1,400,447	3,887	6,362,151	573	469,038	4,460	6,831,189	6,225	8,231,636	

No. 47.—*Statement, by* **CUSTOMS DISTRICTS.** *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **CLEARED** *from the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	CUSTOMS DISTRICTS FROM WHICH CLEARED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
	SEA-PORTS.															
1	Alaska, Alaska	14	9,762	16	13,362	30	23,124							30	23,124	1
2	Baltimore, Md	3	1,254			3	1,254	478	676,312	18	10,674	496	686,986	499	688,240	2
3	Beaufort, S. C							91	103,973			91	103,973	91	103,973	3
4	Boston and Charlestown, Mass	104	87,530	3	1,116	107	88,646	325	603,999	45	24,961	370	628,960	477	717,606	4
5	Brazos de Santiago, Tex			1	100	1	100							1	100	5
6	Brunswick, Ga							4	4,022			4	4,022	4	4,022	6
7	Charleston, S. C							54	56,021	1	1,014	55	57,035	55	57,035	7
8	Delaware, Del							1	63	1	314	2	377	2	377	8
9	Fernandina, Fla							3	2,010			3	2,010	3	2,010	9
10	Galveston, Tex	12	8,484			12	8,484	63	81,309			63	81,309	75	89,793	10
11	Key West, Fla	70	34,117	147	90,923	217	125,040	4	4,809			4	4,809	221	129,849	11
12	Mobile, Ala							9	9,893			9	9,893	9	9,893	12
13	New Bedford, Mass									1	1,164	1	1,164	1	1,164	13
14	New Orleans, La	86	39,495	3	1,900	89	41,395	384	478,117	8	3,001	392	481,118	481	522,513	14
15	New York, N. Y	239	370,447	6	2,436	245	372,883	1,844	3,638,354	126	74,574	1,970	3,712,928	2,215	4,085,811	15
16	Norfolk and Portsmouth, Va	2	766	2	138	4	904	131	160,881	1	338	132	161,219	136	162,123	16
17	Oregon, Oregon	1	800			1	800							1	800	17
18	Passamaquoddy, Me	139	155,707	2	24	141	155,731			223	36,577	223	36,577	364	192,308	18
19	Pearl River, Miss							1	994			1	994	1	994	19
20	Pensacola, Fla							7	8,273			7	8,273	7	8,273	20
21	Perth Amboy, N. J			1	136	1	136	3	2,365	1	642	4	3,007	5	3,143	21
22	Philadelphia, Pa	19	27,304	5	1,516	24	28,820	258	368,115	37	31,581	295	399,696	319	428,516	22
23	Portland and Falmouth, Me							37	83,569	1	1,130	38	84,699	38	84,699	23
24	Puget Sound, Wash	465	154,360	166	111,899	631	266,259	1	15	27	2,509	28	2,524	659	268,783	24
25	Richmond, Va							3	3,763			3	3,763	3	3,763	25
26	Saint John's, Fla	11	5,247	1	477	12	5,724							12	5,724	26
27	San Diego, Cal	53	5,616	1	104	54	5,720	2	1,547			2	1,547	56	7,267	27
28	San Francisco, Cal	167	232,598	5	2,335	172	234,933	50	78,304	22	24,137	72	102,441	244	337,374	28
29	Savannah, Ga							81	97,947	1	897	82	98,844	82	98,844	29
30	Willamette, Oregon	17	15,773	2	1,144	19	16,917	1	203			1	203	20	17,120	30
31	Wilmington, N. C							18	19,754			18	19,754	18	19,754	31
32	Yorktown, Va	17	30,504			17	30,504	216	273,967	8	7,350	224	281,317	241	311,821	32
	Total	1,419	1,179,764	361	227,610	1,780	1,407,374	4,069	6,758,579	521	220,863	4,590	6,979,442	6,370	8,386,816	

No. 48.—*Statement, by* **COUNTRIES,** *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	COUNTRIES FROM WHICH ENTERED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
1	Argentine Republic							2	2,173	6	9,274	8	11,447	8	11,447	1
2	Austria							19	29,022	1	1,192	20	30,214	20	30,214	2
3	Belgium	7	13,558			7	13,558	113	296,923	3	4,078	116	301,001	123	314,559	3
4	Brazil	15	30,037			15	30,037	118	125,939	2	2,069	120	128,008	135	158,045	4
	Central American States:															
5	Costa Rica, on the Caribbean Sea							28	16,714	2	2,616	30	19,330	30	19,330	5
6	Honduras, on the Caribbean Sea	70	32,069			70	32,069	39	18,931			39	18,931	109	51,000	6
7	Nicaragua, on the Caribbean Sea	8	3,280			8	3,280	40	14,156			40	14,156	48	17,436	7
8	Chili							2	789			2	789	2	789	8
9	China							6	9,519			6	9,519	6	9,519	9
10	Denmark							25	48,909			25	48,909	25	48,909	10
11	Danish West Indies							1	999	4	3,330	5	4,329	5	4,329	11
12	France, on the Atlantic							79	288,181	2	4,136	81	292,317	81	292,317	12
13	France, on the Mediterranean							30	59,082	3	4,184	33	63,266	33	63,266	13
14	French West Indies							3	3,566	7	8,717	10	12,283	10	12,283	14
15	French Possessions in Africa and adjacent islands							108	132,908			108	132,908	108	132,908	15
16	French Possessions, all other							2	736			2	736	2	736	16
17	Germany							296	648,193	5	7,110	301	655,303	301	655,303	17
18	England	9	17,424			9	17,424	1,238	2,678,767	136	180,823	1,374	2,859,590	1,383	2,877,014	18
19	Scotland							179	373,070	8	9,606	187	382,676	187	382,676	19
20	Ireland							2	1,821			2	1,821	2	1,821	20
21	Gibraltar							1	978	4	4,793	5	5,771	5	5,771	21
22	Nova Scotia, New Brunswick, and Prince Edward Island	234	238,047	1	136	235	238,183	135	56,828	219	49,525	354	106,353	589	344,536	22
23	Quebec, Ontario, Manitoba, and the Northwest Territory									1	1,464	1	1,464	1	1,464	23
24	British Columbia	324	218,181	419	163,767	743	381,948	32	31,528	27	2,073	59	33,601	802	415,549	24
25	Newfoundland and Labrador							6	4,698			6	4,698	6	4,698	25
26	British West Indies	59	29,343	6	2,144	65	31,487	222	150,199	30	35,333	252	185,532	317	217,019	26
27	British Guiana							19	18,808	2	1,890	21	20,698	21	20,698	27
28	British Honduras							10	5,844	1	908	11	6,752	11	6,752	28
29	British East Indies							14	19,661			14	19,661	14	19,661	29
30	Hong-Kong	21	48,283			21	48,283	14	34,402			14	34,402	35	82,685	30
31	British Possessions in Africa and adjacent islands									1	936	1	936	1	936	31

32	British Possessions in Australasia	10	20,580			10	20,580	4	6,388			4	6,388	14	26,968	32
33	British Possessions, all other							1	1,386			1	1,386	1	1,386	33
34	Greece							23	31,226			23	31,226	23	31,226	34
35	Hawaiian Islands	1	752			1	752	13	22,279			13	22,279	14	23,031	35
36	Hayti	17	14,642			17	14,642	24	21,692			24	21,692	41	36,334	36
37	Italy (continental)							92	127,116	8	13,200	100	140,316	100	140,316	37
38	Sicily and Sardinia (Italy, insular)							122	154,859			122	154,859	122	154,859	38
39	Japan							13	19,853			13	19,853	13	19,853	39
40	Mexico, on the Gulf	56	62,497			56	62,497	46	43,004	3	1,878	49	44,882	105	107,379	40
41	Mexico, on the Pacific	22	9,877	50	5,032	72	14,909	3	884	1	101	4	985	76	15,894	41
42	Netherlands							66	128,334	1	1,202	67	129,536	67	129,536	42
43	Dutch West Indies	17	21,853			17	21,853							17	21,853	43
44	Portugal							1	938	3	3,480	4	4,418	4	4,418	44
45	Azore, Madeira, and Cape Verde Islands							2	2,278	42	51,456	44	53,734	44	53,734	45
46	Portuguese Possessions in Africa and adjacent islands									1	1,433	1	1,433	1	1,433	46
47	Russia, on the Baltic and White Seas							1	1,041			1	1,041	1	1,041	47
48	Russia, Asiatic							1	295			1	295	1	295	48
49	San Domingo	10	11,180	1	71	11	11,251	10	4,352			10	4,352	21	15,603	49
50	Spain, on the Atlantic							56	65,420			56	65,420	56	65,420	50
51	Spain, on the Mediterranean							172	217,250	4	6,127	176	223,377	176	223,377	51
52	Cuba	284	263,411	7	1,713	291	265,124	357	336,097	25	31,867	382	367,964	673	633,088	52
53	Porto Rico	4	3,452			4	3,452	21	16,685	1	1,742	22	18,427	26	21,879	53
54	Canary Islands									10	12,777	10	12,777	10	12,777	54
55	Sweden and Norway							21	29,836			21	29,836	21	29,836	55
56	Turkey in Asia							1	1,002			1	1,002	1	1,002	56
57	United States of Colombia, on the Caribbean Sea	53	95,366			53	95,366	45	50,399	9	7,723	54	58,122	107	153,488	57
58	United States of Colombia, on the Pacific	45	75,137			45	75,137			1	1,995	1	1,995	46	77,132	58
59	Uruguay							2	1,701			2	1,701	2	1,701	59
60	Venezuela	15	18,615			15	18,615	7	4,492			7	4,492	22	23,107	60
	Total	1,281	1,227,584	484	172,863	1,765	1,400,447	3,887	6,362,151	573	469,038	4,460	6,831,189	6,225	8,231,636	

No. 49.—*Statement, by* **COUNTRIES,** *of the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **CLEARED** *from the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

	COUNTRIES FOR WHICH CLEARED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.		
		WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.				
		Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	
1	Argentine Republic							1	851			1	851	1	851	1
2	Austria							1	1,192			1	1,192	1	1,192	2
3	Belgium	7	13,560			7	13,560	184	397,167			184	397,167	191	410,727	3
4	Brazil	19	37,562			19	37,562	38	31,761			38	31,761	57	69,323	4
	Central American States:															
5	Costa Rica, on the Caribbean Sea							28	16,723			28	16,723	28	16,723	5
6	Guatemala, on the Caribbean Sea	4	1,703			4	1,703	1	408			1	408	5	2,111	6
7	Honduras, on the Caribbean Sea	63	28,256	3	1,900	66	30,156	33	17,054	8	3,001	41	20,055	107	50,211	7
8	Nicaragua, on the Caribbean Sea	6	2,460			6	2,460	34	11,386	5	2,037	39	13,423	45	15,883	8
9	China							1	1,516			1	1,516	1	1,516	9
10	Denmark							39	69,164			39	69,164	39	69,164	10
11	France, on the Atlantic							316	573,122			316	573,122	316	573,122	11
12	France, on the Mediterranean							37	68,247			37	68,247	37	68,247	12
13	French West Indies							4	4,329			4	4,329	4	4,329	13
14	Miquelon, Langley, and St. Pierre Islands							2	550			2	550	2	550	14
15	French Possessions, all other							3	1,104			3	1,104	3	1,104	15
16	Germany							410	791,433			410	791,433	410	791,433	16
17	England	10	19,359			10	19,359	1,672	3,247,295	2	2,294	1,674	3,249,589	1,684	3,268,948	17
18	Scotland							249	465,941			249	465,941	249	465,941	18
19	Ireland	1	1,400			1	1,400	91	108,438			91	108,438	92	109,838	19
20	Gibraltar							1	1,091			1	1,091	1	1,091	20
21	Nova Scotia, New Brunswick, and Prince Edward Island	233	237,449	6	524	239	237,973	87	39,393	280	91,631	367	131,024	606	368,997	21
22	Quebec, Ontario, Manitoba, the and Northwest Territory							1	1,053	1	1,158	2	2,211	2	2,211	22
23	British Columbia	575	267,038	188	128,693	763	395,731	9	7,846	47	26,608	56	34,454	819	430,185	23
24	Newfoundland and Labrador							22	16,116			22	16,116	22	16,116	24
25	British West Indies	55	18,569	5	1,384	60	19,953	165	112,115	39	18,042	204	130,157	264	150,110	25
26	British Guiana							4	3,922			4	3,922	4	3,922	26
27	British Honduras	2	886			2	886	11	8,186	2	684	13	8,870	15	9,756	27
28	British East Indies							5	8,820			5	8,820	5	8,820	28
29	Hong Kong	21	48,861			21	48,861	14	35,117			14	35,117	35	83,978	29
30	British Possessions in Australasia	6	11,634			6	11,634	6	9,349			6	9,349	12	20,983	30
31	Greece							3	3,304			3	3,304	3	3,304	31
32	Hawaiian Islands	4	4,760			4	4,760	16	23,029			16	23,029	20	27,789	32

33	Hayti	18	18,639			18	18,639	37	32,243			37	32,243	55	50,882	33
34	Italy (continental)							74	101,701			74	101,701	74	101,701	34
35	Sicily and Sardina, (Italy, insular)							2	2,965			2	2,965	2	2,965	35
36	Japan							5	8,744			5	8,744	5	8,744	36
37	Mexico, on the Gulf	46	57,320	2	171	48	57,491	42	40,038	7	5,857	49	45,895	97	103,386	37
38	Mexico, on the Pacific	67	14,042	1	104	68	14,146	4	485			4	485	72	14,631	38
39	Netherlands							106	177,939			106	177,939	106	177,939	39
40	Dutch West Indies	4	5,091	1	477	5	5,568							5	5,568	40
41	Portugal							23	25,556			23	25,556	23	25,556	41
42	Azore, Madeira, and Cape Verde Islands							1	1,356	3	2,843	4	4,199	4	4,199	42
43	Russia, on the Baltic and White Seas							18	19,047			18	19,047	18	19,047	43
44	Russia, on the Black Sea							3	3,002			3	3,002	3	3,002	44
45	Russia, Asiatic							1	295			1	295	1	295	45
46	San Domingo	6	6.004	2	138	8	6,142	2	686			2	686	10	6,828	46
47	Spain, on the Atlantic							29	27,025			29	27,025	29	27,025	47
48	Spain, on the Mediterranean							37	48,070			37	48,070	37	48,070	48
49	Cuba	143	180,623	151	92,413	294	273,036	103	110,755	122	63,303	225	174,058	519	447,094	49
50	Porto Rico	6	5,178			6	5,178	13	7,850	2	1,854	15	9,704	21	14,882	50
51	Sweden and Norway							6	5,218			6	5,218	6	5,218	51
52	Turkey in Europe							3	2,577			3	2,577	3	2,577	52
53	United States of Colombia, on the Caribbean Sea	52	92,819			52	92,819	62	58,639	1	1,513	63	60,152	115	152,971	53
54	United States of Colombia, on the Pacific	43	71,174	2	1,806	45	72,980			2	38	2	38	47	73,018	54
55	Uruguay							2	1,844			2	1,844	2	1,844	55
56	Venezuela	28	35,377			28	35,377	8	5,522			8	5,522	36	40,899	56
	Total	1,419	1,179,764	361	227,610	1,780	1,407,374	4,069	6,758,579	521	220,863	4,590	6,979,442	6,370	8,386,816	

No. 50.—*Statement showing the* **NATIONALITY,** *Number, and Tonnage of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into and* **CLEARED** *from the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Argentine Republic:												
Austrian			7	4,826	7	4,826	5	3,160			5	3,160
British	11	8,809	46	38,212	57	47,021	102	74,037	1	481	103	74,518
Danish							1	1,129			1	1,129
Dutch							1	350			1	350
German			4	1,980	4	1,980	8	3,712			8	3,712
Italian	19	11,763	45	26,118	64	37,881	31	18,741			31	18,741
Norwegian	15	7,285	68	38,397	83	45,682	62	31,552			62	31,552
Russian			2	1,312	2	1,312	1	514			1	514
Spanish							3	1,183			3	1,183
Swedish	1	539	4	2,036	5	2,575	9	5,823			9	5,823
Total	46	28,396	176	112,881	222	141,277	223	140,201	1	481	224	140,682
Austria:												
Austrian							4	3,519			4	3,519
British	20	30,077	1	1,192	21	31,269	3	3,671			3	3,671
Dutch	1	1,170			1	1,170	1	1,417			1	1,417
German	12	16,533	1	1,287	13	17,820	8	10,126			8	10,126
Italian							14	6,299			14	6,299
Norwegian			1	648	1	648	3	1,695			3	1,695
Total	33	47,780	3	3,127	36	50,907	33	26,727			33	26,727
Belgium:												
Austrian							1	434			1	434
Belgian	93	261,919			93	261,919	91	257,366			91	257,366
British	99	132,503	5	6,706	104	139,209	153	200,824			153	200,824
Danish							1	438			1	438
Dutch							1	182			1	182
French	2	5,342	1	1,473	3	6,815	9	24,283			9	24,283
German	14	16,936			14	16,936	20	23,555			20	23,555
Italian	2	2,342			2	2,342	1	639			1	639
Norwegian	13	13,622	3	1,652	16	15,274	34	28,689			34	28,689

Russian							2	965			2	965
Spanish							11	17,828			11	17,828
Swedish							3	1,143			3	1,143
Total	223	432,664	9	9,881	232	442,495	327	556,346			327	556,346
Brazil:												
Argentine	1	654			1	654	1	654			1	654
Austrian			2	1,347	2	1,347	2	526			2	526
Belgian	8	11,175			8	11,175						
Brazilian	1	811			1	811						
British	221	151,283	57	47,440	278	198,723	120	63,214			120	63,214
Danish	2	335	3	474	5	809	5	829			5	829
Dutch	7	1,435	2	512	9	1,947	6	1,158			6	1,158
French	1	256			1	256	2	983			2	983
German	19	4,307	4	4,040	23	8,347	17	5,638			17	5,638
Greek			1	596	1	596						
Italian	3	1,429	2	944	5	2,373						
Norwegian	100	43,219	62	35,000	162	78,219	31	12,532			31	12,532
Portuguese	15	6,437	8	4,163	23	10,600	4	2,007			4	2,007
Russian							1	942			1	942
Swedish	13	3,714	5	3,563	18	7,277	5	1,603			5	1,603
Total	391	225,055	146	98,079	537	323,134	194	90,086			194	90,086
Chili:												
British	27	25,622	8	7,254	35	32,876	20	18,693	7	12,894	27	31,587
Chilian			8	7,119	8	7,119	9	6,886			9	6,886
German	9	5,739	1	801	10	6,540	6	4,079	1	1,435	7	5,514
Hawaiian							1	382			1	382
Italian							1	860			1	860
Norwegian,	5	3,287			5	3,287	2	2,076			2	2,076
Swedish	2	1,633			2	1,633						
Total	43	36,281	17	15,174	60	51,455	39	32,976	8	14,329	47	47,305
China:												
Belgian			1	865	1	865						
British	9	12,297	11	11,432	20	23,729	12	13,346			12	13,346
German			1	604	1	604	2	941			2	941
Italian							3	3,677			3	3,677
Norwegian			7	5,269	7	5,269	2	1,314			2	1,314
Total	9	12,297	20	18,170	29	30,467	19	19,278			19	19,278
Costa Rica on the Caribbean Sea:												
British	26	15,808	2	2,028	28	17,836	27	16,270			27	16,270
Danish							1	398			1	398
German			1	1,239	1	1,239						
Italian	2	906			2	906	1	453			1	453
Norwegian							1	291			1	291
Total	28	16,714	3	3,267	31	19,981	30	17,412			30	17,412

No. 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED,** *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Guatemala, on the Caribbean Sea:												
British	.....	.....	.....	.....	.....	.....	1	408	.....	.....	1	408
Honduras, on the Caribbean Sea:												
British	53	14,338	1	51	54	14,389	30	8,377	12	3,552	42	11,929
Honduran	4	160	.....	.....	4	160	3	120	.....	.....	3	120
Italian	27	8,432	.....	.....	27	8,432	26	10,187	4	423	30	10,610
Norwegian	.....	.....	.....	.....	.....	.....	1	548	.....	.....	1	548
Total	84	22,930	1	51	85	22,981	60	19,232	16	3,975	76	23,207
Honduras, on the Pacific:												
British	1	165	.....	.....	1	165	.....	.....	.....	.....	.....	.....
Nicaragua, on the Caribbean Sea:												
British	39	13,914	.....	.....	39	13,914	32	10,480	5	2,037	37	12,517
Costa Rican	.....	.....	.....	.....	.....	.....	1	179	.....	.....	1	179
German	1	480	.....	.....	1	480	.....	.....	.....	.....	.....	.....
Italian	2	906	.....	.....	2	906	2	906	.....	.....	2	906
Total	42	15,300	.....	.....	42	15,300	35	11,565	5	2,037	40	13,602
Nicaragua, on the Pacific:												
Nicaraguan	.....	.....	1	609	1	609	.....	.....	.....	.....	.....	.....
San Salvador:												
German	1	766	.....	.....	1	766	1	390	.....	.....	1	390
Denmark:												
Austrian	.....	.....	.....	.....	.....	.....	1	839	.....	.....	1	839
British	.....	.....	.....	.....	.....	.....	11	14,648	.....	.....	11	14,648
Danish	25	48,909	.....	.....	25	48,909	25	48,874	.....	.....	25	48,874
German	.....	.....	.....	.....	.....	.....	10	10,165	.....	.....	10	10,165
Italian	.....	.....	.....	.....	.....	.....	1	620	.....	.....	1	620
Norwegian	10	7,262	.....	.....	10	7,262	24	16,178	.....	.....	24	16,178
Russian	1	673	.....	.....	1	673	1	871	.....	.....	1	871
Swedish	.....	.....	.....	.....	.....	.....	3	1,269	.....	.....	3	1,269
Total	36	56,844	.....	.....	36	56,844	76	93,464	.....	.....	76	93,464

Danish West Indies:												
British	8	3,063	7	5,702	15	8,765	11	3,212			11	3,212
Danish	2	277	2	226	4	503	3	339			3	339
German	1	376			1	376	1	376			1	376
Norwegian	1	401	14	6,901	15	7,302						
Russian			2	1,249	2	1,249						
Swedish			2	1,286	2	1,286						
Total	12	4,117	27	15,364	39	19,481	15	3,927			15	3,927
Greenland, Iceland, and the Faroe Islands:												
British	14	4,601			14	4,601			7	2,354	7	2,354
Ecuador:												
British							1	1,046			1	1,046
German							1	354			1	354
Norwegian							3	1,171			3	1,171
Total							5	2,571			5	2,571
France, on the Atlantic:												
Austrian	2	1,245	4	3,445	6	4,690	7	5,941			7	5,941
Belgian	1	1,130	1	1,130	2	2,260						
British	64	61,701	12	13,081	76	74,782	378	441,945			378	441,945
Danish			1	282	1	282	1	657			1	657
Dutch	1	1,170			1	1,170	4	4,908			4	4,908
French	79	286,287	6	6,750	85	293,037	82	275,338			82	275,338
German	8	7,161	12	6,960	20	14,121	16	15,338			16	15,338
Greek							1	596			1	596
Italian	1	776	2	1,270	3	2,046	15	9,691			15	9,691
Norwegian	36	30,594	14	8,590	50	39,184	85	62,662			85	62,662
Russian	2	1,815	5	3,135	7	4,950	12	10,235			12	10,235
Spanish							5	5,623			5	5,623
Swedish	3	3,209	2	1,780	5	4,989	7	6,576			7	6,576
Total	197	395,088	59	46,423	256	441,511	613	839,560			613	839,560
France, on the Mediterranean:												
Austrian	5	2,961	3	2,039	8	5,000	9	6,273			9	6,273
British	16	17,623	3	4,184	19	21,807	20	19,870			20	19,870
French	26	51,414			26	51,414	28	55,996			28	55,996
German			2	896	2	896						
Italian	22	13,014	2	1,439	24	14,453	27	14,468			27	14,468
Norwegian	3	2,725	5	2,768	8	5,493	8	6,195			8	6,195
Spanish			2	1,033	2	1,033	2	4,172			2	4,172
Swedish							2	1,067			2	1,067
Total	72	87,737	17	12,359	89	100,096	96	108,041			96	108,041
French West Indies:												
Austrian			1	537	1	537						
British	10	4,385	11	10,254	21	14,639	23	8,041			23	8,041

No. 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED,** *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
French West Indies—Continued.												
French							1	89			1	89
German			3	1,093	3	1,093						
Italian			1	524	1	524						
Norwegian	1	534	7	3,422	8	3,956						
Russian			1	421	1	421						
Spanish	1	1,504			1	1,504						
Swedish			1	530	1	530						
Total	12	6,423	25	16,781	37	23,204	24	8,130			24	8,130
French Guiana:												
British	1	132			1	132	7	1,116			7	1,116
French			2	700	2	700						
Total	1	132	2	700	3	832	7	1,116			7	1,116
Miquelon, Langley, and St. Pierre Islands:												
British	3	239			3	239	23	3,131	1	155	24	3,286
French	8	785			8	785	14	1,266			14	1,266
German							1	480			1	480
Total	11	1,024			11	1,024	38	4,877	1	155	39	5,032
French East Indies:												
Austrian							1	865			1	865
British							2	2,362			2	2,362
Italian							1	380			1	380
Total							4	3,607			4	3,607
French Possessions in Africa and adjacent islands:												
Austrian	3	1,583	1	461	4	2,044	4	2,084			4	2,084
British	106	128,987	3	2,003	109	130,990						
French	2	3,921	3	1,461	5	5,382	2	1,048			2	1,048
German	1	419	10	4,022	11	4,441	2	442			2	442
Italian	5	2,130			5	2,130	6	2,582			6	2,582

Norwegian	2	834	8	3,390	10	4,224	2	719			2	719
Swedish			1	354	1	354						
Total	119	137,874	26	11,691	145	149,565	16	6,875			16	6,875
French Possessions, all other:												
British			2	1,010	2	1,010	2	1,751			2	1,751
Chilian	2	330			2	330	2	330			2	330
French							1	413			1	413
German	2	736			2	736	3	1,104			3	1,104
Total	4	1,066	2	1,010	6	2,076	8	3,598			8	3,598
Germany:												
Belgian	4	2,831			4	2,831						
British	64	73,164	1	1,058	65	74,222	180	214,809			180	214,809
Danish	6	4,695			6	4,695	3	2,080			3	2,080
Dutch	1	733			1	733	3	2,875			3	2,875
German	485	837,517	8	10,523	493	848,040	503	847,193	1	744	504	847,937
Italian	8	5,983			8	5,983	2	876			2	876
Norwegian	122	95,321	5	3,809	127	99,130	167	121,083	1	878	168	121,961
Russian	6	3,906			6	3,906	12	7,583			12	7,583
Spanish			1	1,754	1	1,754	1	777			1	777
Swedish	8	5,589			8	5,589	17	11,941			17	11,941
Total	704	1,029,739	15	17,144	719	1,046,883	888	1,209,217	2	1,622	890	1,210,839
England:												
Austrian	1	845	1	796	2	1,641	11	8,671			11	8,671
Belgian	1	1,719			1	1,719	8	10,623			8	10,623
British	1,517	3,025,996	142	173,837	1,659	3,199,833	1,935	3,481,677	2	2,294	1,937	3,483,971
Danish	2	898			2	898	3	946			3	946
French	2	2,229			2	2,229	1	2,679			1	2,679
German	50	48,880	6	7,811	56	56,691	78	60,470			78	60,470
Italian	29	32,987	1	617	30	33,604	55	43,855			55	43,855
Norwegian	79	63,606	29	22,551	108	86,157	167	105,527			167	105,527
Russian	7	5,093	5	4,623	12	9,716	22	15,111			22	15,111
Spanish	7	9,339	15	23,738	22	33,077	79	119,075			79	119,075
Swedish	5	3,388	5	4,367	10	7,755	15	11,832			15	11,832
Total	1,700	3,194,980	204	238,340	1,904	3,433,320	2,374	3,860,466	2	2,294	2,376	3,862,760
Scotland:												
Austrian	1	935			1	935						
British	197	398,960	13	15,245	210	414,205	272	484,105	1	1,056	273	485,161
German	1	851			1	851	8	3,337			8	3,337
Italian	1	1,527			1	1,527	6	3,142			6	3,142
Norwegian	4	1,822			4	1,822	24	14,138			24	14,138
Russian							3	1,923			3	1,923
Swedish							3	1,232			3	1,232
Total	204	404,095	13	15,245	217	419,340	316	507,877	1	1,056	317	508,933

No. 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED,** *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Ireland:												
British	17	14,849	16	13,204	33	28,053	427	484,153			427	484,153
Danish							3	1,659			3	1,659
French							1	953			1	953
German	2	1,037	2	675	4	1,712	15	11,160			15	11,160
Italian	1	687	1	534	2	1,221	13	10,481			13	10,481
Norwegian	6	5,095	6	4,103	12	9,198	32	16,973	1	309	33	17,282
Russian							7	3,643			7	3,643
Spanish							1	976			1	976
Swedish			2	709	2	709	4	1,826			4	1,826
Total	26	21,668	27	19,225	53	40,893	503	531,824	1	309	504	532,133
Gibraltar:												
Austrian							3	1,568			3	1,568
British	1	978	4	4,793	5	5,771	3	3,010			3	3,010
Dutch							1	213			1	213
Italian	1	412	1	418	2	830	10	5,373			10	5,373
Russian			1	484	1	484	1	493			1	493
Total	2	1,390	6	5,695	8	7,085	18	10,657			18	10,657
Nova Scotia, New Brunswick, and Prince Edward Island:												
Austrian									1	683	1	683
British	3,419	408,593	249	59,797	3,668	468,390	1,180	173,547	2,663	361,501	3,843	535,048
French	1	97			1	97			2	2,521	2	2,521
German									1	659	1	659
Italian									7	4,070	7	4,070
Norwegian							2	1,361	6	3,942	8	5,303
Spanish							2	1,756	2	1,269	4	3,025
Total	3,420	408,690	249	59,797	3,669	468,487	1,184	176,664	2,682	374,645	3,866	551,309
Quebec, Ontario, Manitoba, and the Northwest Territory:												
British	5,997	1,120,268	2,686	678,808	8,683	1,798,076	3,669	1,020,900	4,900	741,654	8,569	1,762,554

Dutch							1	1,173			1	1,173
Norwegian							1	876	1	301	2	1,177
Total	5,997	1,120,268	2,686	678,808	8,683	1,798,076	3,671	1,022,949	4,901	741,955	8,572	1,764,904
British Columbia:												
British	50	45,997	40	9,652	90	55,649	17	8,707	77	54,263	94	62,970
Bolivian	5	4,707			5	4,707			7	6,322	7	6,322
Chilian							1	616			1	616
German	1	1,726	1	333	2	2,059			1	1,726	1	1,726
Norwegian									1	726	1	726
Total	56	52,430	41	9,985	97	62,415	18	9,323	86	63,037	104	72,360
Newfoundland and Labrador:												
British	21	6,144			21	6,144	85	27,236			85	27,236
French	2	135			2	135			1	75	1	75
Total	23	6,279			23	6,279	85	27,236	1	75	86	27,311
British West Indies:												
Austrian	1	504	5	3,593	6	4,097			1	622	1	622
Chilian	1	379			1	379						
British	495	213,908	98	74,853	593	288,761	334	137,021	59	16,272	393	153,293
Danish	1	342			1	342						
Dominican	1	138			1	138	3	528			3	528
Dutch	1	213			1	213						
French	1	99			1	99						
German	11	4,802	6	3,805	17	8,607	2	1,123	4	1,840	6	2,966
Haytien							1	138			1	138
Honduran							1	40			1	40
Italian	6	4,503	19	10,396	25	14,899	1	116			1	116
Norwegian	29	12,633	49	27,007	78	39,640	4	2,130	2	1,543	6	3,673
Portuguese							1	93			1	93
Russian	1	384	3	1,543	4	1,927						
Spanish	6	5,386	1	220	7	5,606			1	834	1	834
Swedish	4	1,455	4	1,894	8	3,349						
Total	558	244,746	185	123,311	743	368,057	347	141,192	67	21,111	414	162,303
British Guiana:												
British	69	31,981	20	11,266	89	43,247	37	13,157			37	13,157
Danish			1	570	1	570						
German	1	289	2	821	3	1,110	1	191			1	191
Italian	6	2,460	15	8,017	21	10,477						
Norwegian			1	447	1	447						
Portuguese			1	93	1	93						
Russian			1	577	1	577						
Total	76	34,730	41	21,791	117	56,521	38	13,348			38	13,348

No. 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED,** *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
British Honduras:												
British	13	5,098	2	1,007	15	6,105	14	7,430	2	684	16	8,114
Norwegian	2	1,096	.....	.....	2	1,096	2	1,096	.....	.....	2	1,096
Total	15	6,194	2	1,007	17	7,201	16	8,526	2	684	18	9,210
British East Indies:												
Austrian	1	1,111	.....	.....	1	1,111	.....	.....	.....	.....	.....	.....
British	71	99,010	1	1,712	72	100,722	35	49,751	.....	.....	35	49,751
French	.....	.....	.....	.....	.....	.....	1	2,436	.....	.....	1	2,436
German	4	4,695	.....	.....	4	4,695	2	3,561	.....	.....	2	3,561
Italian	4	3,506	.....	.....	4	3,506	9	7,378	.....	.....	9	7,378
Norwegian	1	1,263	1	905	2	2,168	.....	.....	.....	.....	.....	.....
Total	81	109,585	2	2,617	83	112,202	47	63,126	.....	.....	47	63,126
Hong-Kong:												
British	20	42,565	2	3,380	22	45,945	16	37,512	.....	.....	16	37,512
Chinese	1	694	.....	.....	1	694	.....	.....	.....	.....	.....	.....
German	2	1,716	.....	.....	2	1,716	.....	.....	.....	.....	.....	.....
Total	23	44,975	2	3,380	25	48,355	16	37,512	.....	.....	16	37,512
British Possessions in Africa and adjacent islands:												
Austrian	1	1,218	2	1,830	3	3,048	.....	.....	.....	.....	.....	.....
British	6	3,456	16	15,219	22	18,675	19	6,684	.....	.....	19	6,684
Danish	1	227	.....	.....	1	227	.....	.....	.....	.....	.....	.....
German	3	911	2	751	5	1,662	2	404	.....	.....	2	404
Italian	10	7,012	14	9,420	24	16,441	1	558	.....	.....	1	558
Norwegian	7	2,467	2	937	9	3,404	13	4,327	.....	.....	13	4,327
Swedish	2	737	3	1,603	5	2,340	5	1,788	.....	.....	5	1,788
Total	30	16,028	39	29,769	69	45,797	40	13,761	.....	.....	40	13,761
British Possessions in Australasia:												
Austrian	.....	.....	.....	.....	.....	.....	1	1,111	.....	.....	1	1,111
Belgian	.....	.....	.....	.....	.....	.....	1	865	.....	.....	1	865
British	156	207,629	55	61,134	211	268,763	52	51,338	.....	.....	52	51,338

French							1	332			1	332
German	4	4,741	4	2,257	8	6,998	20	13,028			20	13,028
Hawaiian	3	5,140			3	5,140	4	5,551			4	5,551
Italian	1	749			1	749						
Norwegian	7	5,167	14	12,046	21	17,213	32	22,801			32	22,801
Swedish			8	5,195	8	5,195	11	7,852			11	7,852
Total	171	223,426	81	80,632	252	304,058	122	102,878			122	102,878
British Possessions, all other:												
Austrian							1	1,218			1	1,218
British	1	1,386			1	1,386						
Italian							3	1,318			3	1,318
Total	1	1,386			1	1,386	4	2,536			4	2,536
Greece:												
Austrian							1	795			1	795
British	21	28,409			21	28,409	3	3,304			3	3,304
Italian	2	2,817			2	2,817						
Total	23	31,226			23	31,226	4	4,099			4	4,099
Hawaiian Islands:												
British	6	3,831	2	1,446	8	5,277	2	1,654	1	659	3	2,313
Bolivian							1	972			1	972
French	1	504			1	504						
German	2	1,848	1	641	3	2,489						
Hawaiian	18	24,291			18	24,291	22	25,437			22	25,437
Norwegian	1	648	1	751	2	1,399	1	648			1	648
Total	28	31,122	4	2,838	32	33,960	26	28,711	1	659	27	29,370
Hayti:												
Argentine	1	159			1	159						
British	66	30,307			66	30,307	58	34,149			58	34,149
Haytian	1	220			1	220	1	220			1	220
Norwegian	4	2,147			4	2,147	3	1,644			3	1,644
Spanish	1	1,175			1	1,175	4	4,288			4	4,288
Total	73	34,008			73	34,008	66	40,301			66	40,301
Italy (continental):												
Austrian	6	4,033	1	1,281	7	5,314	12	9,389			12	9,389
British	92	121,094	13	15,831	105	136,925	52	66,381			52	66,381
French	3	6,590			3	6,590	1	2,048			1	2,048
German	1	1,552	1	923	2	2,475	3	3,077			3	3,077
Italian	66	43,817	22	12,397	88	56,214	148	113,593			148	113,593
Norwegian			3	1,930	3	1,930	5	2,550			5	2,550
Russian			1	541	1	541	4	1,901			4	1,901
Swedish							1	370			1	370
Total	168	177,086	41	32,903	209	209,989	226	199,309			226	199,309

No. 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED**, *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Sicily and Sardinia (Italy, insular):												
Austrian	17	11,970			17	11,970	2	916			2	916
British	108	125,756			108	125,756	3	2,701			3	2,701
German	2	2,952			2	2,952						
Italian	98	74,946			98	74,946	22	12,971			22	12,971
Norwegian	7	4,622			7	4,622	2	1,639			2	1,639
Russian			1	455	1	455						
Spanish							1	1,675			1	1,675
Swedish	1	1,166			1	1,166						
Total	233	221,412	1	455	234	221,867	30	19,902			30	19,902
Japan:												
British	22	28,939	2	2,761	24	31,700	21	31,308			21	31,308
German	1	604			1	604						
Italian	1	1,951			1	1,951	1	902			1	902
Russian	1	2,244			1	2,244						
Total	25	33,738	2	2,761	27	36,499	22	32,210			22	32,210
Mexico on the Gulf:												
British	54	43,238	7	4,569	61	47,807	34	27,435	7	5,857	41	33,292
Costa Rican			1	246	1	246	1	251			1	251
French	1	953			1	953	1	115			1	115
German	3	1,395			3	1,395						
Italian							1	120			1	120
Mexican	17	2,674	2	156	19	2,830	16	2,378	1	27	17	2,405
Norwegian	2	744	6	2,933	8	3,677	1	289	1	277	2	566
Russian							1	326			1	326
Spanish	4	3,410			4	3,410	11	13,498			11	13,498
Total	81	52,414	16	7,904	97	60,318	66	44,412	9	6,101	75	50,573
Mexico on the Pacific:												
British	3	681	4	4,763	7	5,444	4	1,556	3	2,934	7	4,490
French	1	101	1	101	2	202	1	101			1	101
Hawaiian			1	382	1	382						

Mexican	2	641			2	641	4	822			4	822
Norwegian			1	935	1	935	1	271			1	271
Total	6	1,423	7	6,181	13	7,604	10	2,750	3	2,934	13	5,684
Netherlands:												
Austrian							2	1,383			2	1,383
British	90	106,938	1	1,202	91	108,140	146	171,605			146	171,605
Dutch	60	118,990			60	118,990	58	116,119			58	116,119
German	6	5,594	1	174	7	5,768	15	12,464			15	12,464
Italian	2	1,613	1	413	3	2,026	5	2,901			5	2,901
Norwegian	15	13,291	5	1,845	20	15,136	53	34,035			53	34,035
Russian			3	1,529	3	1,529	3	1,848			3	1,848
Swedish	2	1,537			2	1,537	5	3,298			5	3,298
Total	175	247,963	11	5,163	186	253,126	287	343,653			287	343,653
Dutch West Indies:												
British	16	5,443			16	5,443	9	4,143			9	4,143
Dutch	5	780			5	780	5	780			5	780
Total	21	6,223			21	6,223	14	4,923			14	4,923
Dutch Guiana:												
British			1	225	1	225	1	237			1	237
Dutch East Indies:												
Austrian			1	920	1	920	4	2,949			4	2,949
British	3	1,720			3	1,720	19	20,244			19	20,244
Danish							1	217			1	217
Dutch	2	2,685			2	2,685	1	379			1	379
German	4	2,148			4	2,148	8	6,043			8	6,043
Italian	4	2,601			4	2,601	26	21,613			26	21,613
Norwegian	6	3,849			6	3,849	6	4,863			6	4,863
Swedish							1	472			1	472
Total	19	13,003	1	920	20	13,923	66	56,780			66	56,780
Peru:												
British	5	3,486	5	4,448	10	7,934	6	5,473	1	1,526	7	6,999
Chilian			1	705	1	705						
German			1	632	1	632	1	632			1	632
Italian							1	218			1	218
Nicaraguan							1	609			1	609
Swedish			1	800	1	800	2	1,540			2	1,540
Total	5	3,486	8	6,585	13	10,071	11	8,472	1	1,526	12	9,998
Portugal:												
Austrian	21	13,422	2	1,373	23	14,795	23	14,057			23	14,057
British	1	993	4	3,873	5	4,866	26	24,623			26	24,623
Danish							1	277			1	277
French							1	731			1	731

No. 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED,** *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Portugal—Continued.												
German	4	2,238			4	2,238	8	5,929			8	5,929
Italian	38	21,362	4	2,221	42	23,583	44	24,408			44	24,408
Norwegian	2	962	8	4,254	10	5,216	22	9,299			22	9,299
Portuguese	17	8,783	8	3,090	25	11,873	36	15,891	1	144	37	16,035
Russian			1	743	1	743	3	1,780			3	1,780
Spanish							3	1,803			3	1,803
Swedish			2	1,022	2	1,022	1	569			1	569
Total	83	47,760	29	16,576	112	64,336	168	99,367	1	144	169	99,511
Azore, Madeira, and Cape Verde Islands:												
British	3	1,888	51	59,035	54	60,923	9	3,972	3	2,843	12	6,815
Dutch			1	733	1	733						
German	4	2,319	19	7,709	23	10,028	1	1,247			1	1,247
Italian	2	812	2	1,026	4	1,838	2	823			2	823
Norwegian			10	4,775	10	4,775						
Portuguese	2	1,348			2	1,348						
Total	11	6,367	83	73,278	94	79,645	12	6,042	3	2,843	15	8,885
Portuguese Possessions in Africa and adjacent islands:												
Austrian			1	509	1	509						
British			1	1,433	1	1,433	2	1,282			2	1,282
German			1	447	1	447						
Norwegian			1	580	1	580						
Portuguese							2	717			2	717
Total			4	2,969	4	2,969	4	1,999			4	1,999
Russia on the Baltic and White Seas:												
Austrian							6	4,806			6	4,806
British	1	1,041			1	1,041	19	19,456			19	19,456
German							5	2,884			5	2,884
Italian							4	2,304			4	2,304
Norwegian							27	13,536			27	13,536

Russian							4	2,459			4	2,459
Swedish							6	3,101			6	3,101
Total	1	1,041			1	1,041	71	48,546			71	48,546
Russia on the Black Sea:												
British							3	3,002			3	3,002
Italian							3	1,124			3	1,124
Total							6	4,126			6	4,126
Russia, Asiatic:												
Bolivian							1	441			1	441
German			1	619	1	619						
Russian	2	359			2	359	2	359			2	359
Total	2	359	1	619	3	978	3	800			3	800
San Domingo:												
British	23	5,940			23	5,940	12	2,902			12	2,902
Danish							1	197			1	197
Dominican	3	587			3	587						
German	3	1,031			3	1,031						
Norwegian	1	214			1	214	1	321			1	321
Spanish	2	1,608			2	1,608						
Total	32	9,380			32	9,380	14	3,420			14	3,420
Spain on the Atlantic:												
Austrian	3	1,744	1	791	4	2,535	4	2,178			4	2,178
British	66	69,726	1	276	67	70,002	44	36,552			44	36,552
Danish	1	341			1	341	2	1,429			2	1,429
German	1	324			1	324						
Italian	17	9,318	2	882	19	10,200	22	12,498			22	12,498
Norwegian	8	4,472	10	5,214	18	9,686	20	10,500			20	10,500
Russian			2	1,159	2	1,159	3	1,100			3	1,100
Spanish	3	5,022			3	5,022	6	3,204	1	494	7	3,698
Swedish			1	373	1	373	2	643			2	643
Total	99	90,947	17	8,695	116	99,642	103	68,104	1	494	104	68,598
Spain on the Mediterranean:												
Austrian							3	1,970			3	1,970
British	183	221,167	3	2,345	186	223,512	35	39,235			35	39,235
Dutch							1	733			1	733
French	2	3,317			2	3,317	1	953			1	953
German	1	2,295	4	2,241	5	4,536						
Italian	32	22,134	3	1,638	35	23,772	33	20,359			33	20,359
Norwegian	4	2,297	17	10,217	21	12,514	12	7,138			12	7,138
Russian	1	494	40	22,146	41	22,640	8	4,079			8	4,079

No. 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED,** *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Spain on the Mediterranean—Continued.												
Spanish	2	3,509	5	6,112	7	9,621	49	32,458	.....	.....	49	32,458
Swedish	.....	.....	5	2,386	5	2,386	1	604	.....	.....	1	604
Total	225	255,213	77	47,085	302	302,298	143	107,529	.....	.....	143	107,529
Cuba:												
British	241	182,627	12	12,141	253	194,768	86	84,108	30	22,969	116	107,077
Danish	1	398	.....	.....	1	398	.....	.....	.....	.....	.....	.....
German	5	3,395	2	2,226	7	5,621	.....	.....	.....	.....	.....	.....
Italian	3	1,421	1	518	4	1,939	.....	.....	.....	.....	.....	.....
Norwegian	128	59,303	2	2,170	130	61,473	8	4,795	94	42,183	102	46,978
Portuguese	1	249	.....	.....	1	249	.....	.....	.....	.....	.....	.....
Spanish	128	148,219	53	37,179	181	185,398	33	32,020	6	515	39	32,535
Swedish	2	862	1	373	3	1,235	.....	.....	.....	.....	.....	.....
Total	509	396,474	71	54,607	580	451,081	127	120,923	130	65,667	257	186,590
Porto Rico:												
British	86	24,169	1	1,742	87	25,911	12	3,671	1	820	13	4,491
Danish	1	188	.....	.....	1	188	.....	.....	.....	.....	.....	.....
French	1	591	.....	.....	1	591	.....	.....	.....	.....	.....	.....
German	1	300	.....	.....	1	300	.....	.....	.....	.....	.....	.....
Norwegian	15	8,444	1	384	16	8,828	1	1,014	1	1,034	2	2,048
Spanish	14	6,922	.....	.....	14	6,922	13	5,566	.....	.....	13	5,566
Swedish	3	1,377	.....	.....	3	1,377	.....	.....	.....	.....	.....	.....
Total	121	41,991	2	2,126	123	44,117	26	10,251	2	1,854	28	12,105
Canary Islands:												
British	.....	.....	10	12,777	10	12,777	4	809	.....	.....	4	809
German	1	254	.....	.....	1	254	.....	.....	.....	.....	.....	.....
Spanish	1	289	.....	.....	1	289	10	2,584	.....	.....	10	2,584
Total	2	543	10	12,777	12	13,320	14	3,393	.....	.....	14	3,393

Philippine Islands:												
Austrian	1	829			1	829						
British	27	33,417	1	1,209	28	34,626	2	1,177			2	1,177
Dutch	1	1,014			1	1,014						
German	4	4,269			4	4,269						
Italian	2	1,505			2	1,505	1	647			1	647
Norwegian	1	1,106			1	1,106						
Total	36	42,140	1	1,209	37	43,349	3	1,824			3	1,824
Sweden and Norway:												
British	14	17,791			14	17,791	4	3,776			4	3,776
Chilian							1	379			1	379
Danish	2	1,633			2	1,633	1	175			1	175
German	7	11,388			7	11,388	1	879			1	879
Norwegian	24	18,787	15	8,377	39	27,164	49	25,554			49	25,554
Russian							3	2,075			3	2,075
Swedish	7	4,527			7	4,527	10	4,448			10	4,448
Total	54	54,126	15	8,377	69	62,503	69	37,286			69	37,286
Turkey in Europe:												
Austrian							6	3,856			6	3,856
British							2	2,173			2	2,173
Italian	2	917			2	917	3	1,546			3	1,546
Norwegian							1	404			1	404
Total	2	917			2	917	12	7,979			12	7,979
Turkey in Asia:												
Austrian	18	12,003			18	12,003	2	1,308			2	1,308
British	2	1,676			2	1,676						
Italian	41	26,584			41	26,584	2	999			2	999
Norwegian	2	1,752			2	1,752						
Total	63	42,015			63	42,015	4	2,307			4	2,307
Turkey in Africa:												
Austrian	11	6,669			11	6,669	6	3,825			6	3,825
British							2	1,151			2	1,151
Italian	5	2,965			5	2,965	9	5,054			9	5,054
Total	16	9,634			16	9,634	17	10,030			17	10,030
United States of Colombia on the Caribbean Sea:												
Austrian			1	461	1	461						
British	49	51,249	25	21,480	74	72,729	79	61,850			79	61,850
Colombian	3	599			3	599	2	420			2	420
Costa Rican	1	179			1	179	2	358			2	358
French			2	1,635	2	1,635						
German			1	930	1	930			1	1,513	1	1,513
Italian	1	575	4	1,834	5	2,409	2	673			2	673

N . 50.—NATIONALITY *of* **FOREIGN VESSELS** *in the* FOREIGN TRADE, **ENTERED** *and* **CLEARED,** *etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
United States of Colombia on the Caribbean Sea—Continued.												
Norwegian	2	672	.....	.....	2	672	1	628	.....	.....	1	628
Russian	1	577	4	1,970	5	2,547	3	1,068	.....	.....	3	1,068
Swedish	.....	.....	4	3,051	4	3,051	.....	.....	.....	.....	.....	.....
Total	57	53,851	41	31,361	98	85,212	89	64,997	1	1,513	90	66,510
United States of Colombia on the Pacific:												
British	.....	.....	6	6,463	6	6,463	.....	.....	.....	.....	.....	.....
Chilian	.....	.....	3	1,862	3	1,862	.....	.....	.....	.....	.....	.....
Colombian	.....	.....	.....	.....	.....	.....	.....	.....	2	38	2	38
German	.....	.....	1	1,016	1	1,016	.....	.....	.....	.....	.....	.....
Norwegian	.....	.....	1	687	1	687	.....	.....	.....	.....	.....	.....
Total	.....	.....	11	10,028	11	10,028	.....	.....	2	38	2	38
Uruguay:												
Austrian	1	535	1	995	2	1,530	.....	.....	.....	.....	.....	.....
British	4	2,064	21	19,554	25	21,618	37	22,932	2	1,591	39	24,523
Danish	1	219	1	657	2	876	.....	.....	.....	.....	.....	.....
Dutch	.....	.....	.....	.....	.....	.....	1	200	.....	.....	1	200
German	5	3,085	.....	.....	5	3,085	5	2,124	.....	.....	5	2,124
Italian	17	11,447	14	10,346	31	21,793	17	9,199	.....	.....	17	9,199
Norwegian	19	11,426	14	9,878	33	21,304	35	19,735	.....	.....	35	19,735
Russian	.....	.....	3	2,477	3	2,477	1	830	.....	.....	1	830
Swedish	.....	.....	4	3,356	4	3,356	1	355	.....	.....	1	355
Total	47	28,776	58	47,263	105	76,039	97	55,375	2	1,591	99	56,966
Venezuela:												
Austrian	1	200	.....	.....	1	200	.....	.....	.....	.....	.....	.....
British	16	6,180	1	268	17	6,448	15	7,525	.....	.....	15	7,525
French	.....	.....	1	372	1	372	.....	.....	.....	.....	.....	.....
Total	17	6,380	2	640	19	7,020	15	7,525	.....	.....	15	7,525

All other countries and ports in Asia:												
Italian							1	745			1	745
Norwegian							1	758			1	758
Total							2	1,503			2	1,503
All other islands and ports, not elsewhere specified:												
Hawaiian	1	78			1	78	1	78			1	78

RECAPITULATION.

Argentine	2	813			2	813	1	654			1	654
Austrian	94	61,807	34	25,204	128	87,011	121	83,641	2	1,305	123	84,946
Belgian	107	278,774	2	1,995	109	280,769	100	268,854			100	268,854
Bolivian	5	4,707			5	4,707	2	1,413	7	6,322	9	7,735
Brazilian	1	811			1	811						
British	14,044	7,445,299	3,686	1,453,355	17,730	8,898,654	10,004	7,797,865	7,786	1,238,471	17,790	9,036,336
Chilian	3	709	12	9,686	15	10,395	13	8,211			13	8,211
Chinese	1	694			1	694						
Colombian	3	599			3	599	2	420	2	38	4	458
Costa Rican	1	179	1	246	2	425	4	788			4	788
Danish	45	58,462	8	2,209	53	60,671	52	59,644			52	59,644
Dominican	4	725			4	725	3	528			3	528
Dutch	79	128,190	3	1,245	82	129,435	84	130,487			84	130,487
French	133	362,621	16	12,492	149	375,113	148	369,764	2	2,521	150	372,285
German	687	1,007,609	103	67,456	790	1,075,065	774	1,052,499	9	7,917	783	1,060,416
Greek			1	596	1	596	1	596			1	596
Hawaiian	22	29,509	1	382	23	29,891	28	31,448			28	31,448
Haytian	1	220			1	220	2	358			2	358
Honduran	4	160			4	160	4	160			4	160
Italian	483	328,309	156	90,981	639	419,290	576	375,297	11	4,493	587	379,790
Mexican	19	3,315	2	156	21	3,471	20	3,200	1	27	21	3,227
Nicaraguan			1	609	1	609	1	609			1	609
Norwegian	684	432,969	391	232,772	1,075	665,741	952	595,555	108	51,193	1,060	646,748
Portuguese	35	16,817	17	7,346	52	24,163	43	18,708	1	144	44	18,852
Russian	22	15,545	75	44,364	97	59,909	97	60,105			97	60,105
Spanish	169	186,383	77	70,036	246	256,419	234	248,486	10	3,112	244	251,598
Swedish	53	29,733	55	34,678	108	64,411	114	69,352			114	69,352
Total	16,701	10,394,959	4,641	2,055,808	21,342	12,450,767	13,380	11,178,642	7,939	1,315,543	21,319	12,494,185

No. 51.—*Statement showing the* **NATIONALITY,** *Number, and Tonnage of* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into and* **CLEARED** *from the Ports of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Argentine Republic:												
British	2	2,173	6	9,274	8	11,447	1	851			1	851
Austria:												
British	18	27,248	1	1,192	19	28,440	1	1,192			1	1,192
German	1	1,774			1	1,774						
Total	19	29,022	1	1,192	20	30,214	1	1,192			1	1,192
Belgium:												
Belgian	91	260,923			91	260,923	95	263,276			95	263,276
British	19	29,199	2	2,605	21	31,804	60	79,924			60	79,924
French	2	5,342	1	1,473	3	6,815	9	24,283			9	24,283
German	1	1,459			1	1,459	9	11,856			9	11,856
Spanish							11	17,828			11	17,828
Total	113	296,923	3	4,078	116	301,001	184	397,167			184	397,167
Brazil:												
Belgian	8	11,175			8	11,175						
British	107	111,486	2	2,069	109	113,555	37	30,094			37	30,094
German							1	1,667			1	1,667
Norwegian	2	2,255			2	2,255						
Portuguese	1	1,023			1	1,023						
Total	118	125,939	2	2,069	120	128,008	38	31,761			38	31,761
Costa Rica on the Caribbean Sea:												
British	26	15,808	1	1,377	27	17,185	27	16,270			27	16,270
German			1	1,239	1	1,239						
Italian	2	906			2	906	1	453			1	453
Total	28	16,714	2	2,616	30	19,330	28	16,723			28	16,723
Guatemala on the Caribbean Sea:												
British							1	408			1	408

Honduras on the Caribbean Sea:												
British	25	11,759			25	11,759	11	5,397	8	3,001	19	8,398
Italian	14	7,172			14	7,172	21	11,109			21	11,109
Norwegian							1	548			1	548
Total	39	18,931			39	18,931	33	17,054	8	3,001	41	20,055
Nicaragua on the Caribbean Sea:												
British	39	13,703			39	13,703	32	10,480	5	2,037	37	12,517
Italian	1	453			1	453	2	906			2	906
Total	40	14,156			40	14,156	34	11,386	5	2,037	39	13,423
Chili:												
British	1	421			1	421						
German	1	368			1	368						
Total	2	789			2	789						
China:												
British	6	9,519			6	9,519	1	1,516			1	1,516
Denmark:												
British							10	13,768			10	13,768
Danish	25	48,909			25	48,909	25	48,874			25	48,874
German							4	6,522			4	6,522
Total	25,	48,909			25	48,909	39	69,164			39	69,164
Danish West Indies:												
British	1	999	2	2,195	3	3,194						
Danish			2	1,135	2	1,135						
Total	1	999	4	3,330	5	4,329						
France on the Atlantic:												
British	1	2,020			1	2,020	231	288,714			231	288,714
French	78	286,161	2	4,136	80	290,297	75	271,173			75	271,173
German							1	1,578			1	1,578
Norwegian							2	2,624			2	2,624
Russian							1	2,244			1	2,244
Spanish							5	5,623			5	5,623
Swedish							1	1,166			1	1,166
Total	79	288,181	2	4,136	81	292,317	316	573,122			316	573,122
France on the Mediterranean:												
British	4	7,668	3	4,184	7	11,852	16	26,436			16	26,436
French	26	51,414			26	51,414	20	39,726			20	39,726
Spanish							1	2,085			1	2,085
Total	30	59,082	3	4,184	33	63,266	37	68,247			37	68,247

No. 51.—NATIONALITY, *Number, and Tonnage of* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into and* **CLEARED** *from the Ports of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
French West Indies:												
British	2	2,062	7	8,717	9	10,779	4	4,329	.....	.....	4	4,329
Spanish	1	1,504	.....	.....	1	1,504	.....	.....	.....	.....	.....	.....
Total	3	3,566	7	8,717	10	12,283	4	4,329	.....	.....	4	4,329
Miquelon, Langley, and St. Pierre Islands:												
British	.....	.....	.....	.....	.....	.....	2	550	.....	.....	2	550
French Possessions in Africa and adjacent islands:												
British	106	128,987	.....	.....	106	128,987	.....	.....	.....	.....	.....	.....
French	2	3,921	.....	.....	2	3,921	.....	.....	.....	.....	.....	.....
Total	108	132,908	.....	.....	108	132,908	.....	.....	.....	.....	.....	.....
French Possessions, all other:												
German	2	736	.....	.....	2	736	3	1,104	.....	.....	3	1,104
Germany:												
British	31	38,903	1	1,058	32	39,961	135	169,573	.....	.....	135	169,573
German	265	609,290	3	4,298	268	613,588	274	621,083	.....	.....	274	621,083
Spanish	.....	.....	1	1,754	1	1,754	1	777	.....	.....	1	777
Total	296	648,193	5	7,110	301	655,303	410	791,433	.....	.....	410	791.433
England:												
Belgian	1	1,719	.....	.....	1	1,719	8	10,623	.....	.....	8	10,623
British	1,216	2,639,710	116	149,965	1,332	2,789,675	1,577	3,097,244	2	2,294	1,579	3,099,538
French	1	953	.....	.....	1	953	1	2,679	.....	.....	1	2,679
German	6	9,865	4	5,826	10	15,691	5	9,401	.....	.....	5	9,401
Italian	4	13,460	.....	.....	4	13,460	3	10,095	.....	.....	3	10,095
Norwegian	2	2,555	1	1,294	3	3,849	.....	.....	.....	.....	.....	.....
Spanish	7	9,339	15	23,738	22	33,077	78	117,253	.....	.....	78	117,253
Swedish	1	1,166	.....	.....	1	1,166	.....	.....	.....	.....	.....	.....
Total	1,238	2,678,767	136	180,823	1,374	2,859,590	1,672	3,247,295	2	2,294	1,674	3,249,589

Scotland:												
British	179	373,070	8	9,606	187	382,676	249	465,941	.....	.....	249	465,941
Ireland:												
British	2	1,821	.....	.....	2	1,821	89	106,509	.....	.....	89	106,509
French	.....	.....	.....	.....	.....	.....	1	953	.....	.....	1	953
Spanish	.....	.....	.....	.....	.....	.....	1	976	.....	.....	1	976
Total	2	1,821	.....	.....	2	1,821	91	108,438	.....	.....	91	108,438
Gibraltar:												
British	1	978	4	4,793	5	5,771	1	1,091	.....	.....	1	1,091
Nova Scotia, New Brunswick, and Prince Edward Island:												
British	135	56,828	219	49,525	354	106,353	84	35,363	274	88,511	358	123,874
Norwegian	.....	.....	.....	.....	.....	.....	1	999	5	2,355	6	3,354
Spanish	.....	.....	.....	.....	.....	.....	2	3,031	1	765	3	3,796
Total	135	56,828	219	49,525	354	106,353	87	39,393	280	91,631	367	131,024
Quebec, Ontario, Manitoba, and the Northwest Territory:												
British	.....	.....	1	1,464	1	1,464	1	1,053	1	1,158	2	2,211
British Columbia:												
British	32	31,528	27	2,073	59	33,601	9	7,846	47	26,608	56	34,452
Newfoundland and Labrador:												
British	6	4,698	.....	.....	6	4,698	22	16,116	.....	.....	22	16,116
British West Indies:												
British	208	140,928	29	33,937	237	174,865	161	109,985	33	14,839	194	124,824
German	4	1,840	1	1,396	5	3,236	.....	.....	4	1,840	4	1,840
Norwegian	4	2,045	.....	.....	4	2,045	4	2,130	1	529	5	2,659
Spanish	6	5,386	.....	.....	6	5,386	.....	.....	1	834	1	834
Total	222	150,199	30	35,333	252	185,532	165	112,115	39	18,042	204	130,157
British Guiana:												
British	19	18,808	2	1,890	21	20,698	4	3,922	.....	.....	4	3,922
British Honduras:												
British	8	4,748	1	908	9	5,656	9	7,090	2	684	11	7,774
Norwegian	2	1,096	.....	.....	2	1,096	2	1,096	.....	.....	2	1,096
Total	10	5,844	1	908	11	6,752	11	8,186	2	684	13	8,870
British East Indies:												
British	14	19,661	.....	.....	14	19,661	3	5,259	.....	.....	3	5,259
German	.....	.....	.....	.....	.....	.....	2	3,561	.....	.....	2	3,561
Total	14	19,661	.....	.....	14	19,661	5	8,820	.....	.....	5	8,820

No. 51.—NATIONALITY, *Number, and Tonnage of* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into and* **CLEARED** *from the Ports of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Hong-Kong:												
British	14	34,402	.....	.....	14	34,402	14	35,117	.....	.....	14	35,117
British Possessions in Africa and adjacent islands:												
British	.....	.....	1	936	1	936	.....	.....	.....	.....	.....	.....
British Possessions in Australasia:												
British	1	1,248	.....	.....	1	1,248	4	5,923	.....	.....	4	5,923
Hawaiian	3	5,140	.....	.....	3	5,140	2	3,426	.....	.....	2	3,426
Total	4	6,388	.....	.....	4	6,388	6	9,349	.....	.....	6	9,349
British Possessions, all other:												
British	1	1,386	.....	.....	1	1,386	.....	.....	.....	.....	.....	.....
Greece:												
British	21	28,409	.....	.....	21	28,409	3	3,304	.....	.....	3	3,304
Italian	2	2,817	.....	.....	2	2,817	.....	.....	.....	.....	.....	.....
Total	23	31,226	.....	.....	23	31,226	3	3,304	.....	.....	3	3,304
Hawaiian Islands:												
Hawaiian	13	22,279	.....	.....	13	22,279	16	23,029	.....	.....	16	23,029
Hayti:												
British	20	18,873	.....	.....	20	18,873	30	26,311	.....	.....	30	26,311
Norwegian	3	1,644	.....	.....	3	1,644	3	1,644	.....	.....	3	1,644
Spanish	1	1,175	.....	.....	1	1,175	4	4,288	.....	.....	4	4,288
Total	24	21,692	.....	.....	24	21,692	37	32,243	.....	.....	37	32,243
Italy (Continental):												
British	87	117,495	6	9,147	93	126,642	48	61,946	.....	.....	48	61,946
French	3	6,590	.....	.....	3	6,590	1	2,048	.....	.....	1	2,048
German	1	1,552	.....	.....	1	1,552	1	1,170	.....	.....	1	1,170
Italian	1	1,479	2	4,053	3	5,532	24	36,537	.....	.....	24	36,537
Total	92	127,116	8	13,200	100	140,316	74	101,701	.....	.....	74	101,701

Sicily and Sardinia (Italy, insular):												
British	95	114,330			95	114,330	1	1,290			1	1,290
German	2	2,952			2	2,952						
Italian	23	35,257			23	35,257						
Norwegian	1	1,154			1	1,154						
Spanish							1	1,675			1	1,675
Swedish	1	1,166			1	1,166						
Total	122	154,859			122	154,859	2	2,965			2	2,965
Japan:												
British	13	19,853			13	19,853	5	8,744			5	8,744
Mexico on the Gulf:												
British	41	38,721	3	1,878	44	40,599	30	26,567	7	5,857	37	32,424
French	1	953			1	953						
Mexican	1	215			1	215	2	269			2	269
Spanish	3	3,115			3	3,115	10	13,202			10	13,202
Total	46	43,004	3	1,878	49	44,882	42	40,038	7	5,857	49	45,895
Mexico on the Pacific:												
British	1	203			1	203						
French	1	101	1	101	2	202	2	304			2	304
Mexican	1	580			1	580	2	181			2	181
Total	3	884	1	101	4	985	4	485			4	485
Netherlands:												
British	14	18,775	1	1,202	15	19,977	53	67,384			53	67,384
Dutch	52	109,559			52	109,559	52	109,159			52	109,159
German							1	1,396			1	1,396
Total	66	128,334	1	1,202	67	129,536	106	177,939			106	177,939
Portugal:												
British			3	3,480	3	3,480	19	21,103			19	21,103
German							2	3,062			2	3,062
Italian							1	453			1	453
Portuguese	1	938			1	938	1	938			1	938
Total	1	938	3	3,480	4	4,418	23	25,556			23	25,556
Azore, Madeira, and Cape Verde Islands:												
British	1	1,340	42	51,456	43	52,796	1	1,356	3	2,843	4	4,199
Portuguese	1	938			1	938						
Total	2	2,278	42	51,456	44	53,734	1	1,356	3	2,843	4	4,199
Portuguese Possessions in Africa and adj'nt isl'ds:												
British			1	1,433	1	1,433						

No. 51.—NATIONALITY, *Number, and Tonnage of* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into and* **CLEARED** *from the Ports of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Russia on the Baltic and White Seas:												
British	1	1,041			1	1,041	16	16,473			16	16,473
German							1	1,280			1	1,280
Norwegian							1	1,294			1	1,294
Total	1	1,041			1	1,041	18	19,047			18	19,047
Russia on the Black Sea:												
British							3	3,002			3	3,002
Russia, Asiatic:												
Russian	1	295			1	295	1	295			1	295
San Domingo:												
British	8	2,744			8	2,744	2	686			2	686
Spanish	2	1,608			2	1,608						
Total	10	4,352			10	4,352	2	686			2	686
Spain on the Atlantic:												
British	53	60,398			53	60,398	24	23,104			24	23,104
Danish							1	1,088			1	1,088
Norwegian							1	377			1	377
Spanish	3	5,022			3	5,022	3	2,456			3	2,456
Total	56	65,420			56	65,420	29	27,025			29	27,025
Spain on the Mediterranean:												
British	166	206,501	1	1,052	167	207,553	28	33,789			28	33,789
French	2	3,317			2	3,317	1	953			1	953
German	1	2,295			1	2,295						
Italian	1	1,628			1	1,628	1	1,628			1	1,628
Norwegian							1	1,154			1	1,154
Spanish	2	8,509	3	5,075	5	8,584	6	10,546			6	10,546
Total	172	217,250	4	6,127	176	223,377	37	48,070			37	48,070

Cuba:												
British	154	149,864	12	12,536	166	162,400	77	79,464	29	22,301	106	101,765
German	1	1,578	1	1,791	2	3,369						
Norwegian	108	49,235			108	49,235	4	3,222	92	40,688	96	43,910
Spanish	94	35,420	12	17,540	106	152,960	22	28,069	1	314	23	28,383
Total	357	336,097	25	31,867	382	367,964	103	110,755	122	63,303	225	174,058
Porto Rico:												
British	9	8,263	1	1,742	10	10,005	3	2,058	1	820	4	2,878
Norwegian	2	2,222			2	2,222	1	1,014	1	1,034	2	2,048
Spanish	10	6,200			10	6,200	9	4,778			9	4,778
Total	21	16,685	1	1,742	22	18,427	13	7,850	2	1,854	15	9,704
Canary Islands:												
British			10	12,777	10	12,777						
Sweden and Norway:												
British	13	17,239			13	17,239	3	3,201			3	3,201
Danish	1	1,088			1	1,088						
German	6	10,509			6	10,509						
Norwegian	1	1,000			1	1,000	2	851			2	851
Swedish							1	1,166			1	1,166
Total	21	29,836			21	29,836	6	5,218			6	5,218
Turkey in Europe:												
British							2	2,173			2	2,173
Norwegian							1	404			1	404
Total							3	2,577			3	2,577
Turkey in Asia:												
British	1	1,002			1	1,002						
United States of Colombia on the Caribbean Sea:												
British	44	49,856	8	6,819	52	56,675	60	57,468			60	57,468
French			1	904	1	904						
German									1	1,513	1	1,513
Italian	1	543			1	543	1	543			1	543
Norwegian							1	628			1	628
Total	45	50,399	9	7,723	54	58,122	62	58,639	1	1,513	63	60,152
United States of Colombia on the Pacific:												
Colombian									2	38	2	38

No. 51.—NATIONALITY, *Number, and Tonnage of* **FOREIGN OCEAN STEAM VESSELS** *in the* FOREIGN TRADE, *which* **ENTERED** *into and* **CLEARED** *from the Ports of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

COUNTRIES FROM WHICH ENTERED AND FOR WHICH CLEARED, AND NATIONALITIES OF VESSELS.	ENTERED.						CLEARED.					
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.	
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Uruguay:												
British	.....	.....	1	1,995	1	1,995	1	993	.....	.....	1	993
German	2	1,701	.....	.....	2	1,701	1	851	.....	.....	1	851
Total	2	1,701	1	1,995	3	3,696	2	1,844	.....	.....	2	1,844
Venezuela:												
British	7	4,492	.....	.....	7	4,492	8	5,522	.....	.....	8	5,522
RECAPITULATION.												
Belgian	100	273,817	.....	.....	100	273,817	103	273,899	.....	.....	103	273,899
British	2,973	4,591,168	522	393,285	3,495	4,984,453	3,213	4,993,899	412	170,953	3,625	5,164,852
Colombian	.....	.....	.....	.....	.....	.....	.....	.....	2	38	2	38
Danish	26	49,997	2	1,135	28	51,132	26	49,962	.....	.....	26	49,962
Dutch	52	109,559	.....	.....	52	109,559	52	109,159	.....	.....	52	109,159
French	116	358,752	5	6,614	121	365,366	110	342,119	.....	.....	110	342,119
German	293	645,919	10	14,550	303	660,469	305	664,531	5	3,353	310	667,884
Hawaiian	16	27,419	.....	.....	16	27,419	18	26,455	.....	.....	18	26,455
Italian	49	63,715	2	4,053	51	67,768	54	61,724	.....	.....	54	61,724
Mexican	2	795	.....	.....	2	795	4	450	.....	.....	4	450
Norwegian	125	63,206	1	1,294	126	64,500	25	17,985	99	44,606	124	62,591
Portuguese	3	2,899	.....	.....	3	2,899	1	938	.....	.....	1	938
Russian	1	295	.....	.....	1	295	2	2,539	.....	.....	2	2,539
Spanish	129	172,278	31	48,107	160	220,385	154	212,587	3	1,913	157	214,500
Swedish	2	2,332	.....	.....	2	2,332	2	2,332	.....	.....	2	2,332
Total	3,887	6,362,151	573	469,038	4,460	6,831,189	4,069	6,758,579	521	220,863	4,590	6,979,442

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA-PORTS.														
Alaska, Alaska:														
British Columbia	22	20,838	7	2,641	29	23,479							29	23,479
Alexandria, Va.:														
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd	8	3,720			8	3,720							8	3,720
Apalachicola, Fla.:														
Argentine Republic									2	1,017	2	1,017	2	1,017
Brazil									4	1,751	4	1,751	4	1,751
Danish West Indies									1	446	1	446	1	446
French West Indies			1	259	1	259							1	259
French Poss. in Africa and adjacent isl'ds									2	864	2	864	2	864
England									1	270	1	270	1	270
Ireland									1	608	1	608	1	608
British West Indies			4	1,445	4	1,445			2	1,240	2	1,240	6	2,685
British Guiana									7	3,925	7	3,925	7	3,925
British Poss. in Africa and adjacent islands									2	1,024	2	1,024	2	1,024
Dutch West Indies			1	170	1	170							1	170
Portugal									2	871	2	871	2	871
Spain on the Mediterranean									2	1,109	2	1,109	2	1,109
Porto Rico			1	170	1	170							1	170
U. S. of Colombia on the Caribbean Sea			2	1,011	2	1,011			2	1,158	2	1,158	4	2,169
Uruguay			1	822	1	822			1	698	1	698	2	1,520
Total			10	3,877	10	3,877			29	14,981	29	14,981	39	18,858
Baltimore, Md.:														
Argentine Republic									2	3,857	2	3,857	2	3,857
Belgium	2	3,043			2	3,043	1	1,059			1	1,059	3	4,102
Brazil	34	15,090	3	1,427	37	16,517	6	2,735			6	2,735	43	19,252
Nicaragua on the Caribbean Sea							5	785			5	785	5	785
Chili	1	800			1	800	3	2,509			3	2,509	4	3,309
France on the Atlantic			5	7,890	5	7,890							5	7,890
French West Indies			1	417	1	417	1	1,504			1	1,504	2	1,921
French Poss. in Africa and adjacent islands							57	71,326			57	71,326	57	71,326

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, &c., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA-PORTS—continued.														
Baltimore, Md.—Continued.														
Germany	3	3,230			3	3,230	66	93,767			66	93,767	69	96,997
England	2	2,475			2	2,475	101	190,689	6	8,383	107	199,072	109	201,547
Scotland							9	16,012			9	16,012	9	16,012
Ireland	1	2,013	1	1,828	2	3,841	4	3,108	9	6,925	13	10,033	15	13,874
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd	9	3,270			9	3,270	2	1,442	7	5,299	9	6,741	18	10,011
Newfoundland and Labrador							1	931			1	931	1	931
British West Indies	66	7,804	2	518	68	8,322	42	8,546	1	1,150	43	9,696	111	18,018
British Guiana			1	455	1	455							1	455
Greece							8	10,391			8	10,391	8	10,391
Italy (continental)							32	35,345	2	3,390	34	38,735	34	38,735
Sicily and Sardinia (Italy, insular)							11	7,707			11	7,707	11	7,707
Netherlands							13	17,283			13	17,283	13	17,283
Dutch West Indies	1	193			1	193							1	193
Azore, Madeira, and Cape Verde Islands							1	1,340	6	6,080	7	7,420	7	7,420
Spain on the Atlantic							16	19,754			16	19,754	16	19,754
Spain on the Mediterranean							55	71,660			55	71,660	55	71,660
Cuba	1	140			1	140	15	19,495	4	6,608	19	26,103	20	26,243
Porto Rico	3	399			3	399							3	399
Turkey in Asia							15	10,495			15	10,495	15	10,495
Turkey in Africa							1	541			1	541	1	541
U. S. of Colombia on the Caribbean Sea	5	696	2	1,544	7	2,240	3	3,646			3	3,646	10	5,886
Uruguay	1	431			1	431	5	2,580			5	2,580	6	3,011
Venezuela	8	2,757			8	2,757							8	2,757
Total	137	42,341	15	14,079	152	56,420	473	594,650	37	41,692	510	636,342	662	692,762
Bangor, Me.														
Scotland							1	588			1	588	1	588
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd							9	827			9	827	9	827
British West Indies	1	299			1	299							1	299
Italy (continental)							1	600	1	218	2	818	2	818
Dutch West Indies	2	491			2	491							2	491
Total	3	790			3	790	11	2,015	1	218	12	2,233	15	3,023

Barnstable, Mass.:														
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd							12	1,084			12	1,084	12	1,084
Sicily and Sardinia (Italy, insular)							1	489			1	489	1	489
Portugal			1	124	1	124			1	144	1	144	2	268
North Pacific Whale Fisheries			9	756	9	756							9	756
Total			10	880	10	880	13	1,573	1	144	14	1,717	24	2,597
Bath, Me.:														
France on the Atlantic			1	1,113	1	1,113							1	1,113
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd							7	470			7	470	7	470
Total			1	1,113	1	1,113	7	470			7	470	8	1,583
Beaufort, S. C.:														
Argentine Republic									2	686	2	686	2	686
Brazil									7	2,911	7	2,911	7	2,911
Danish West Indies									1	911	1	911	1	911
France on the Atlantic									1	721	1	721	1	721
French West Indies									1	397	1	397	1	397
French Poss. in Africa and adjacent islands									1	525	1	525	1	525
Germany							1	758			1	758	1	758
Gibraltar									1	1,090	1	1,090	1	1,090
British West Indies			1	460	1	460			12	7,937	12	7,937	13	8,397
British Guiana									4	1,831	4	1,831	4	1,831
British Poss. in Africa and adjacent islands									1	298	1	298	1	298
Italy (Continental)							1	513			1	513	1	513
Azore, Madeira, and Cape Verde Islands							1	588	12	10,980	13	11,568	13	11,568
Spain on the Mediterranean									1	739	1	739	1	739
Cuba									2	2,275	2	2,275	2	2,275
Canary Islands									1	1,284	1	1,284	1	1,284
U. S. of Colombia on the Caribbean Sea									2	1,167	2	1,167	2	1,167
Uruguay									1	495	1	495	1	495
Total			1	460	1	460	3	1,859	50	34,247	53	36,106	54	36,566
Belfast, Me.:														
Nova Scotia, N. Brunsw'k, and Pr. Ed. Is'ld	1	87			1	87	150	11,164			150	11,164	151	11,251
British West Indies	1	189			1	189							1	189
Total	2	276			2	276	150	11,164			150	11,164	152	11,440
Boston and Charlestown, Mass.:														
Argentine Republic	19	10,942			19	10,942	3	1,687			3	1,687	22	12,629
Belgium							32	63,321			32	63,321	32	63,321
Brazil	2	1,233			2	1,233	12	2,629			12	2,629	14	3,862
Nicaragua on the Caribbean Sea							2	1,144			2	1,144	2	1,144
Nicaragua on the Pacific	1	384			1	384							1	384
Chili	5	4,292			5	4,292	4	3,187			4	3,187	9	7,479
China							1	1,097			1	1,097	1	1,097
Danish West Indies	1	305			1	305	2	541			2	541	3	846
France on the Mediterranean	1	1,036			1	1,036	5	3,906			5	3,906	6	4,942

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA-PORTS—continued.														
Boston and Charlestown, Mass.—Cont'd.														
French West Indies							1	129			1	129	1	129
French Guiana							1	132			1	132	1	132
Miquelon, Langley, and St. Pierre Islands							9	798			9	798	9	798
French Poss. in Africa and adjacent islands	6	1,719			6	1,719							6	1,719
Germany			1	*628	1	628	15	22,210			15	22,210	16	22,838
England	1	1,095			1	1,095	213	528,409			213	528,409	214	529,504
Scotland							36	70,208			36	70,208	36	70,208
Nova Scotia, N. Brunsw'k, and Pr. Ed. Is'ld	213	90,381			213	90,381	1,244	153,292	1	1,194	1,245	154,486	1,458	244,867
Quebec, Ontario, Manitoba, and N. W. Ter	4	1,400			4	1,400	29	6,695			29	6,695	33	8,095
Newfoundland and Labrador							12	998			12	998	12	998
British West Indies	32	16,325			32	16,325	56	25,037			56	25,037	88	41,362
British Guiana	8	3,548			8	3,548	15	2,697			15	2,697	23	6,245
British East Indies	6	6,164			6	6,164	6	6,578			6	6,578	12	12,742
British Poss. in Africa and adjacent islands	7	2,753			7	2,753	6	1,664			6	1,664	13	4,417
British Possessions in Australia	2	2,480			2	2,480	2	1,486			2	1,486	4	3,966
Hayti	34	11,690			34	11,690	25	6,224			25	6,224	59	17,914
Italy (continental)							2	1,568			2	1,568	2	1,568
Sicily and Sardinia (Italy, insular)	3	4,149			3	4,149	30	33,355			30	33,355	33	37,504
Liberia	1	283			1	283							1	283
Mexico on the Gulf	3	841			3	841	10	8,586			10	8,586	13	9,427
Dutch West Indies	6	1,989			6	1,989	6	1,282			6	1,282	12	3,271
Dutch Guiana	11	4,368			11	4,368							11	4,368
Dutch East Indies	1	877			1	877							1	877
Azore, Madeira, and Cape Verde Islands	4	2,182	1	280	5	2,462	3	1,486			3	1,486	8	3,948
Russia on the Baltic and White Seas							1	1,041			1	1,041	1	1,041
San Domingo	3	972			3	972	2	409			2	409	5	1,381
Spain on the Atlantic	1	589			1	589	2	1,136			2	1,136	3	1,725
Spain on the Mediterranean							2	1,364			2	1,364	2	1,364
Cuba	71	35,357			71	35,357	81	45,026			81	45,026	152	80,383
Porto Rico	52	18,393			52	18,393	67	19,261			67	19,261	119	37,654
Philippine Islands	18	17,421			18	17,421	8	7,440			8	7,440	26	24,861
Turkey in Europe							1	535			1	535	1	535
Turkey in Asia							1	394			1	394	1	394
U. S. of Colombia on the Caribbean Sea	5	1,745	1	412	6	2,157							6	2,157

Uruguay	2	865			2	865	4	1,571			4	1,571	6	2,436
Venezuela	3	611			3	611	2	407			2	407	5	1,018
All other countries and ports in Africa	7	4,141			7	4,141							7	4,141
North Atlantic whale fisheries	2	185			2	185							2	185
Total	535	250,715	3	1,320	538	252,035	1,953	1,028,930	1	1,194	1,954	1,030,124	2,492	1,282,159
Brazos de Santiago, Tex.:														
France on the Atlantic							1	126			1	126	1	126
Mexico on the Gulf							1	27			1	27	1	27
Total							2	153			2	153	2	153
Bridgeton, N. J.:														
Chili	1	563			1	563	1	567			1	567	2	1,130
Brunswick, Ga.:														
Argentine Republic			1	837	1	837			20	10,651	20	10,651	21	11,488
Brazil									16	9,027	16	9,027	16	9,027
Danish West Indies									2	799	2	799	2	799
France on the Atlantic									3	1,639	3	1,639	3	1,639
French West Indies									3	1,369	3	1,369	3	1,369
French Poss. in Africa and adjacent islands									1	506	1	506	1	506
England							1	657	10	7,308	11	7,965	11	7,965
Scotland									1	525	1	525	1	525
Ireland									3	1,695	3	1,695	3	1,695
Gibraltar									1	484	1	484	1	484
British West Indies			5	1,836	5	1,836	3	223	13	5,768	16	5,991	21	7,827
British Guiana									2	760	2	760	2	760
British Poss. in Africa and adjacent islands									1	557	1	557	1	557
Italy (continental)									1	624	1	624	1	624
Sicily and Sardinia (Italy, insular)									1	455	1	455	1	455
Portugal									5	2,258	5	2,258	5	2,258
Azore, Madeira, and Cape Verde Islands									4	1,869	4	1,869	4	1,869
San Domingo			1	443	1	443							1	443
Spain on the Atlantic									2	733	2	733	2	733
Spain on the Mediterranean									15	7,899	15	7,899	15	7,899
Cuba			2	976	2	976			8	3,351	8	3,351	10	4,327
Porto Rico			2	726	2	726							2	726
Sweden and Norway									4	2,377	4	2,377	4	2,377
U. S. of Colombia on the Caribbean Sea			1	396	1	396			2	1,360	2	1,360	3	1,756
Uruguay			1	422	1	422			4	3,159	4	3,159	5	3,581
Total			13	5,636	13	5,636	4	880	122	65,173	126	66,053	139	71,689
Castine, Me.:														
Nova Scotia, N. Brunsw'k, and Pr. Ed. Isl'd.	1	47			1	47	1	85	1	30	2	115	3	162
Sicily and Sardinia (Italy, insular)	1	465			1	465							1	465
Total	2	512			2	512	1	85	1	30	2	115	4	627

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA-PORTS—continued.														
Charleston, S. C.:														
Argentine Republic			2	1,099	2	1,099			4	1,463	4	1,463	6	2,562
Belgium									1	435	1	435	1	435
Brazil									7	3,288	7	3,288	7	3,288
Chili	1	639			1	639							1	639
France on the Atlantic									2	1,277	2	1,277	2	1,277
French Guiana									1	432	1	432	1	432
Germany							25	13,956	3	2,238	28	16,194	28	16,194
England							18	11,886	25	25,718	43	37,604	43	37,604
Scotland									2	1,683	2	1,683	2	1,683
Ireland									1	797	1	797	1	797
Gibraltar									1	978	1	978	1	978
Nova Scotia, N. Brunsw'k, and Pr. Ed. Isl'd.									4	3,520	4	3,520	4	3,520
British West Indies	3	444			3	444	2	171	6	4,217	8	4,388	11	4,832
British Poss. in Africa and adjacent islands.									1	431	1	431	1	431
Italy (continental)							3	1,152			3	1,152	3	1,152
Sicily and Sardinia (Italy, insular)							19	9,163			19	9,163	19	9,163
Netherlands									7	2,462	7	2,462	7	2,462
Dutch West Indies	1	349			1	349							1	349
Portugal									3	2,099	3	2,099	3	2,099
Azore, Madeira, and Cape Verde Islands									3	1,802	3	1,802	3	1,802
Spain on the Atlantic									1	575	1	575	1	575
Spain on the Mediterranean									2	1,478	2	1,478	2	1,478
Cuba	17	2,358			17	2,358			13	7,107	13	7,107	30	9,465
Sweden and Norway									2	617	2	617	2	617
Uruguay									1	609	1	609	1	609
Total	22	3,790	2	1,099	24	4,889	67	36,328	90	63,226	157	99,554	181	104,443
Corpus Christi, Tex:														
Mexico on the Gulf	1	38			1	38							1	38
Delaware, Del.:														
Argentine Republic									1	968	1	968	1	968
Brazil									1	1,202	1	1,202	1	1,202

Nova Scotia, N. Brunsw'k, and Pr. Ed. Isl'd	2	717			2	717							2	717
British West Indies									1	1,140	1	1,140	1	1,140
Dutch East Indies							1	580			1	580	1	580
Portugal									1	519	1	519	1	519
Cuba	4	1,843			4	1,843	1	390	1	314	2	704	6	2,547
Porto Rico							1	300			1	300	1	300
Uruguay							1	456			1	456	1	456
Total	6	2,560			6	2,560	4	1,726	5	4,143	9	5,869	15	8,429
Edgartown, Mass.:														
North Atlantic whale fisheries	1	286			1	286							1	286
Fairfield, Conn.:														
Nova Scotia, N. Brunsw'k, and Pr. Ed. Isl'd	1	128			1	128	9	955			9	955	10	1,083
Dutch West Indies	1	210			1	210							1	210
Total	2	338			2	338	9	955			9	955	11	1,293
Fall River, Mass.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							18	2,278			18	2,278	18	2,278
Fernandina, Fla.:														
Argentine Republic									2	810	2	810	2	810
Brazil									3	1,259	3	1,259	3	1,259
Costa Rica on the Caribbean Sea			1	449	1	449							1	449
Danish West Indies			1	283	1	283			3	700	3	700	4	983
French West Indies			1	270	1	270							1	270
England							1	741			1	741	1	741
Nova Scotia, N. Brunswick, and P. Ed. Isl'd									1	550	1	550	1	550
British West Indies			7	1,871	7	1,871			5	1,438	5	1,438	12	3,309
British Guiana									1	237	1	237	1	237
Portugal									1	330	1	330	1	330
Cuba			1	227	1	227							1	227
Total			11	3,100	11	3,100	1	741	16	5,324	17	6,065	28	9,165
Frenchman's Bay, Me.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	4	908	1	54	5	962	7	1,303	3	154	10	1,457	15	2,419
Galveston, Tex.:														
Argentine Republic									8	4,640	8	4,640	8	4,640
Brazil							3	999	14	5,889	17	6,888	17	6,888
Danish West Indies									2	1,180	2	1,180	2	1,180
France on the Atlantic									1	597	1	597	1	597
French West Indies									2	2,656	2	2,656	2	2,656
French Guiana									1	268	1	268	1	268
Germany							5	3,532			5	3,532	5	3,532
England							38	37,636	16	21,507	54	59,143	54	59,143
Scotland							1	239			1	239	1	239

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA-PORTS—continued.														
Galveston, Tex.—Continued.														
British West Indies	1	331			1	331	1	210	23	13,113	24	13,323	25	13,654
British Guiana									4	1,282	4	1,282	4	1,282
British Poss. in Africa and adjacent isl'ds							1	264	1	597	2	861	2	861
Italy (continental)									4	2,197	4	2,197	4	2,197
Mexico on the Gulf	12	8,484			12	8,484			5	2,579	5	2,579	17	11,063
Dutch Guiana									1	225	1	225	1	225
Portugal									1	1,236	1	1,236	1	1,236
Azore, Madeira, and Cape Verde Islands									3	2,884	3	2,884	3	2,884
U. S. of Colombia on the Caribbean Sea									4	2,658	4	2,658	4	2,658
Uruguay									5	1,631	5	1,631	5	1,631
Venezuela									1	268	1	268	1	268
Total	13	8,815			13	8,815	49	42,880	96	65,407	145	108,287	158	117,102
Georgetown, D. C.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	8	2,527			8	2,527							8	2,527
British West Indies	5	2,085			5	2,085	1	194			1	194	6	2,279
Total	13	4,612			13	4,612	1	194			1	194	14	4,806
Gloucester, Mass.:														
England							2	1,099			2	1,099	2	1,099
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	32	2,237	1	65	33	2,302	41	3,936	2	184	43	4,120	76	6,422
Newfoundland and Labrador	21	1,896			21	1,896							21	1,896
Sicily and Sardinia (Italy, insular)	3	1,786			3	1,786	20	14,321			20	14,321	23	16,107
Total	56	5,919	1	65	57	5,984	63	19,356	2	184	65	19,540	122	25,524
Humboldt, Cal.:														
Nicaragua on the Pacific	1	231			1	231							1	231
China							1	395			1	395	1	395
French Possessions, all other									1	319	1	319	1	319
British Possessions in Australasia							3	1,754	1	367	4	2,121	4	2,121
Hawaiian Islands			1	263	1	263							1	263

Mexico on the Pacific			2	444	2	444							2	444
United States of Colombia on the Pacific			1	223	1	223							1	223
Total	1	231	4	930	5	1,161	4	2,149	2	686	6	2,835	11	3,996
Key West, Fla.:														
Argentine Republic									3	2,268	3	2,268	3	2,268
Honduras on the Caribbean Sea	6	267			6	267	1	131			1	131	7	398
Nicaragua on the Caribbean Sea	2	284			2	284							2	284
England							2	1,978	1	628	3	2,606	3	2,606
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	1	253			1	253							1	253
British West Indies	22	4,247	2	447	24	4,694	59	3,410	1	80	60	3,490	84	8,184
Mexico on the Gulf	2	599	1	133	3	732	3	2,066	1	993	4	3,059	7	3,791
Cuba	221	118,229	9	1,896	230	120,125			4	458	4	458	234	120,583
U. S. of Colombia on the Caribbean Sea	1	185	1	37	2	222							2	222
Total	255	124,064	13	2,513	268	126,577	65	7,585	10	4,427	75	12,012	343	138,589
Machias, Me.:														
Nova Scotia, N. Brunswick, and P. Ed. Is'ld	11	3,475			11	3,475	3	245			3	245	14	3,720
Marblehead, Mass.:														
England									1	89	1	89	1	89
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							38	4,165			38	4,165	38	4,165
Total							38	4,165	1	89	39	4,254	39	4,254
Mobile, Ala.:														
Argentine Republic									9	7,638	9	7,638	9	7,638
Brazil			1	359	1	359			5	3,894	5	3,894	6	4,253
Honduras on the Caribbean Sea	3	258			3	258	10	572			10	572	13	830
Nicaragua on the Caribbean Sea	1	146			1	146							1	146
Danish West Indies									2	936	2	936	2	936
France on the Mediterranean									2	1,108	2	1,108	2	1,108
French West Indies									1	537	1	537	1	537
England							8	8,492	4	3,235	12	11,727	12	11,727
Scotland									1	1,273	1	1,273	1	1,273
British West Indies	3	598	7	2,624	10	3,222	5	246	4	2,480	9	2,726	19	5,948
British Guiana									3	2,114	3	2,114	3	2,114
British Honduras							2	137			2	137	2	137
British Poss. in Africa and adjacent islands									3	2,127	3	2,127	3	2,127
Dutch East Indies									1	920	1	920	1	920
Azore, Madeira, and Cape Verde Islands									1	796	1	796	1	796
Spain on the Atlantic									1	405	1	405	1	405
Spain on the Mediterranean									4	2,135	4	2,135	4	2,135
Cuba			8	2,336	8	2,336			5	2,637	5	2,637	13	4,973
U. S. of Colombia on the Caribbean Sea			1	450	1	450			4	3,602	4	3,602	5	4,052
Uruguay									3	2,459	3	2,459	3	2,459
Total	7	1,002	17	5,769	24	6,771	25	9,447	53	38,296	78	47,743	102	54,514

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Newark, N. J.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	46	8,462	.....	.....	46	8,462	18	3,149	.....	.....	18	3,149	64	11,611
New Bedford, Mass.:														
French West Indies	.....	.....	.....	.....	.....	.....	1	418	.....	.....	1	418	1	418
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	1	279	.....	.....	1	279	4	353	.....	.....	4	353	5	632
British West Indies	2	776	.....	.....	2	776	.....	.....	.....	.....	.....	.....	2	776
British Poss. in Africa and adjacent islands	1	288	.....	.....	1	288	.....	.....	.....	.....	.....	.....	1	288
Mexico on the Gulf	.....	.....	.....	.....	.....	.....	1	481	.....	.....	1	481	1	481
Dutch West Indies	.....	.....	.....	.....	.....	.....	1	371	.....	.....	1	371	1	371
Peru	.....	.....	.....	.....	.....	.....	1	574	.....	.....	1	574	1	574
Azore, Madeira, and Cape Verde Islands	6	3,230	1	60	7	3,290	.....	.....	.....	.....	.....	.....	7	3,290
Portuguese Poss. in Africa and adj. islands	1	288	.....	.....	1	288	.....	.....	.....	.....	.....	.....	1	288
Spain on the Atlantic	.....	.....	.....	.....	.....	.....	1	1,164	.....	.....	1	1,164	1	1,164
North Atlantic whale fisheries	14	2,044	.....	.....	14	2,044	.....	.....	.....	.....	.....	.....	14	2,044
All other whale fisheries	8	2,074	.....	.....	8	2,074	.....	.....	.....	.....	.....	.....	8	2,074
Total	33	8,979	1	60	34	9,039	9	3,361	.....	.....	9	3,361	43	12,400
Newburyport, Mass.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	2	297	.....	.....	2	297	25	3,400	.....	.....	25	3,400	27	3,697
New Haven, Conn.:														
Danish West Indies	11	2,183	.....	.....	11	2,183	1	112	.....	.....	1	112	12	2,295
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	2	325	.....	.....	2	325	11	1,407	.....	.....	11	1,407	13	1,732
British West Indies	2	681	.....	.....	2	681	.....	.....	.....	.....	.....	.....	2	681
Porto Rico	3	643	.....	.....	3	643	1	143	.....	.....	1	143	4	786
Turkey in Africa	.....	.....	.....	.....	.....	.....	7	4,482	.....	.....	7	4,482	7	4,482
Total	18	3,832	.....	.....	18	3,832	20	6,144	.....	.....	20	6,144	38	9,976
New London, Conn.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	2	254	.....	.....	2	254	1	94	.....	.....	1	94	3	348
British West Indies	2	655	.....	.....	2	655	.....	.....	.....	.....	.....	.....	2	655
British Poss. in Africa and adjacent islands	1	101	.....	.....	1	101	.....	.....	.....	.....	.....	.....	1	101

Hayti	1	165			1	165							1	165
Porto Rico	4	907			4	907	2	356			2	356	6	1,263
Total	10	2,082			10	2,082	3	450			3	450	13	2,532
New Orleans, La.:														
Argentine Republic									6	4,663	6	4,663	6	4,663
Austria									1	1,287	1	1,287	1	1,287
Belgium							3	6,608	3	4,157	6	10,765	6	10,765
Brazil							14	13,598	16	18,983	30	32,581	30	32,581
Central American States. Costa Rica on the Caribbean Sea							24	12,742	2	2,616	26	15,358	26	15,358
Central American States. Guatemala on the Caribbean Sea	2	216			2	216							2	216
Central American States. Honduras on the Caribbean Sea	86	33,450			86	33,450	70	21,780			70	21,780	156	55,230
Central American States. Nicaragua on the Caribbean Sea	8	3,280			8	3,280	11	3,525			11	3,525	19	6,805
Danish West Indies									3	2,561	3	2,561	3	2,561
France on the Atlantic			4	4,811	4	4,811	10	22,896	12	13,670	22	36,566	26	41,377
France on the Mediterranean			1	1,015	1	1,015	1	371	4	4,372	5	4,743	6	5,758
French West Indies									5	6,061	5	6,061	5	6,061
Germany							13	14,515	1	1,754	14	16,269	14	16,269
England	3	3,902			3	3,902	164	229,688	51	75,022	215	304,710	218	308,612
Scotland							1	408	6	8,223	7	8,631	7	8,631
Gibraltar									3	3,143	3	3,143	3	3,143
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							1	1,461			1	1,461	1	1,461
Quebec, Ontario, Manitoba, and N. W. Ter.									1	1,464	1	1,464	1	1,464
British West Indies	5	1,672			5	1,672	1	1,356	28	27,394	29	28,750	34	30,422
British Honduras	1	140			1	140	1	111	1	908	2	1,019	3	1,159
British Poss. in Africa and adjacent islands									5	5,561	5	5,561	5	5,561
Italy (continental)							8	5,216	8	8,189	16	13,405	16	13,405
Sicily and Sardinia (Italy, insular)							11	11,617			11	11,617	11	11,617
Mexico on the Gulf	12	3,753			12	3,753	11	2,145	4	1,323	15	3,468	27	7,221
Netherlands									2	1,615	2	1,615	2	1,615
Dutch West Indies	1	311			1	311							1	311
Portugal									5	2,965	5	2,965	5	2,965
Azore, Madeira, and Cape Verde Islands									20	23,755	20	23,755	20	23,755
Russia on the Baltic and White Seas			1	1,173	1	1,173							1	1,173
San Domingo							2	1,608			2	1,608	2	1,608
Spain on the Atlantic							1	1,672	1	375	2	2,047	2	2,047
Spain on the Mediterranean							1	2,085	6	6,988	7	9,073	7	9,073
Cuba	6	4,572	2	1,561	8	6,133	15	16,809	24	22,898	39	39,707	47	45,840
Porto Rico							1	1,167	1	1,742	2	2,909	2	2,909
Canary Islands									5	6,374	5	6,374	5	6,374
U. S. of Colombia on the Caribbean Sea	5	3,050	3	1,791	8	4,841	12	9,251	14	12,201	26	21,452	34	26,293
Uruguay									4	4,814	4	4,814	4	4,814
Total	129	54,346	11	10,351	140	64,697	376	380,629	242	275,078	618	655,707	758	720,404

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Newport, R. I.:														
England	.....	.....	1	146	1	146	.....	.....	.....	.....	.....	.....	1	146
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	6	1,173	.....	.....	6	1,173	17	2,020	.....	.....	17	2,020	23	3,193
Total	6	1,173	1	146	7	1,319	17	2,020	.....	.....	17	2,020	24	3,339
New York, N. Y.:														
Argentine Republic	6	5,679	.....	.....	6	5,679	22	14,005	.....	.....	22	14,005	28	19,684
Austria	.....	.....	.....	.....	.....	.....	19	29,022	.....	.....	19	29,022	19	29,022
Belgium	15	24,474	.....	.....	15	24,474	141	297,578	.....	.....	141	297,578	156	322,052
Brazil	60	54,729	.....	.....	60	54,729	338	195,587	.....	.....	338	195,587	398	250,316
Central American States. Costa Rica on the Caribbean Sea	.....	.....	.....	.....	.....	.....	4	3,972	.....	.....	4	3,972	4	3,972
Central American States. Honduras on the Caribbean Sea	4	1,114	.....	.....	4	1,114	2	396	.....	.....	2	396	6	1,510
Central American States. Nicaragua on the Caribbean Sea	2	276	.....	.....	2	276	6	2,333	.....	.....	6	2,333	8	2,609
Central American States. San Salvador	1	418	.....	.....	1	418	1	766	.....	.....	1	766	2	1,184
Chili	8	5,737	.....	.....	8	5,737	22	19,880	.....	.....	22	19,880	30	25,617
China	3	2,424	.....	.....	3	2,424	6	9,519	.....	.....	6	9,519	9	11,943
Denmark	.....	.....	.....	.....	.....	.....	29	52,117	.....	.....	29	52,117	29	52,117
Danish West Indies	8	2,644	.....	.....	8	2,644	9	3,464	.....	.....	9	3,464	17	6,108
France on the Atlantic	13	16,458	.....	.....	13	16,458	142	330,979	.....	.....	142	330,979	155	347,437
France on the Mediterranean	2	2,041	.....	.....	2	2,041	53	74,031	.....	.....	53	74,031	55	76,072
French West Indies	27	4,574	2	349	29	4,923	7	3,923	.....	.....	7	3,923	36	8,846
Miquelon, Langley, and St. Pierre Islands	.....	.....	.....	.....	.....	.....	2	226	.....	.....	2	226	2	226
French Poss. in Africa and adjacent isl'ds	.....	.....	.....	.....	.....	.....	11	6,858	.....	.....	11	6,858	11	6,858
Germany	4	4,264	.....	.....	4	4,264	440	761,880	.....	.....	440	761,880	444	766,144
England	35	51,256	.....	.....	35	51,256	725	1,553,453	.....	.....	725	1,553,453	760	1,604,709
Scotland	.....	.....	.....	.....	.....	.....	125	267,128	.....	.....	125	267,128	125	267,128
Ireland	3	5,088	.....	.....	3	5,088	17	12,663	.....	.....	17	12,663	20	17,751
Gibraltar	.....	.....	.....	.....	.....	.....	2	1,390	.....	.....	2	1,390	2	1,390
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd	393	72,175	.....	.....	393	72,175	576	115,407	1	577	577	115,984	970	188,159
Newfoundland and Labrador	6	580	.....	.....	6	580	9	4,201	.....	.....	9	4,201	15	4,781
British West Indies	141	51,113	1	58	142	51,171	306	176,838	1	578	307	177,416	449	228,587

British Guiana	23	6,792			23	6,792	53	27,650			53	27,650	76	34,442
British Honduras	2	328			2	328	10	5,844			10	5,844	12	6,172
British East Indies	28	33,947			28	33,947	62	83,892			62	83,892	90	117,839
Hong-Kong	22	23,232			22	23,232	8	9,937			8	9,937	30	33,169
British Poss. in Africa and adjacent isl'ds	8	4,405			8	4,405	19	10,988			19	10,988	27	15,393
British Possessions in Australasia	7	3,918			7	3,918	2	501			2	501	9	4,419
British Possessions, all other							1	1,386			1	1.386	1	1,386
Greece							6	8,532			6	8,532	6	8,532
Hayti	58	19,514			58	19,514	45	6,751			45	26,751	103	46,265
Italy (continental)	2	1,987			2	1,987	73	76,019			73	76,019	75	78,006
Sicily and Sardinia (Italy, insular)							99	111,845			99	111,845	99	111,845
Japan	5	5,614			5	5,614	17	24,754			17	24,754	22	30,368
Siberia	2	886			2	886							2	886
Mexico on the Gulf	94	62,462			94	62,462	44	34,069			44	34,069	138	96,531
Netherlands	7	8,285			7	8,285	144	212,745			144	212,745	151	221,030
Dutch West Indies	20	22,759			20	22,759	13	4,414			13	4,414	33	27,173
Dutch East Indies	3	2,343			3	2,343	18	12,423			18	12,423	21	14,766
Peru	1	692			1	692	2	1,923			2	1,923	3	2,615
Portugal	1	643			1	643	73	41,929			73	41,929	74	42,572
Azore, Madeira, and Cape Verde Islands							5	2,490			5	2,490	5	2,490
San Domingo	34	17,490			34	17,490	27	7,006			27	7,006	61	24,496
Spain on the Atlantic	1	596			1	596	43	28,409			43	28,409	44	29,005
Spain on the Mediterranean	1	1,086			1	1,086	34	26,525			34	26,525	35	27,611
Cuba	422	286,482			422	286,482	297	218,611			297	218,611	719	505,093
Porto Rico	43	12,274			43	12,274	30	13,835			30	13,735	73	26,109
Canary Islands	34	45,196			34	45,196	2	543			2	543	36	45,739
Philippine Islands							25	30,020			25	30,020	25	30,020
Sweden and Norway							43	45,945			43	45,945	43	45,945
Turkey in Europe							1	382			1	382	1	382
Turkey in Asia							36	23,723			36	23,723	36	23,723
Turkey in Africa							8	4,611			8	4,611	8	4,611
U. S. of Colombia on the Caribbean Sea	74	96,611			74	96,611	40	39,802			40	39,802	114	136,413
Uruguay	3	3,007			3	3,007	27	17,373			27	17,373	30	20,380
Venezuela	22	20,087			22	20,087	14	5,785			14	5,785	36	25,872
All other countries and ports in Africa, not elsewhere specified	3	1,590			3	1,590							3	1,590
Total	1,651	987,270	3	407	1,654	987,677	4,335	5,098,278	2	1,155	4,337	5,099,433	5,991	6,087,110
Norfolk and Portsmouth, Va.:														
Brazil			1	1,249	1	1,249	1	393	4	3,513	5	3,906	6	5,155
Danish West Indies			1	334	1	334							1	334
France on the Atlantic							1	2,020			1	2,010	1	2,020
Germany							1	950			1	950	1	950
England	1	1,039			1	1,039	9	13,288	19	26,175	28	39,463	29	40,502
Ireland									1	1,867	1	1,867	1	1,867
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd									1	352	1	352	1	352
British West Indies			1	195	1	195			5	5,244	5	5,244	6	5,439
British Poss. in Africa and adjacent isl'ds									2	1,641	2	1,641	2	1,641
Hayti	1	71			1	71							1	71
Mexico on the Gulf							2	1,146			2	1,146	2	1,146
Peru							1	825			1	825	1	825

No 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Norfolk and Portsmouth, Va.—Cont'd.														
Portuguese Poss. in Africa and adj. isl'ds									1	1,433	1	1,433	1	1,433
San Domingo			2	131	2	131							2	131
Spain on the Mediterranean									1	968	1	968	1	968
Cuba							1	1,277	1	1,277	2	2,554	2	2,554
U. S. of Colombia on the Caribbean Sea	1	134			1	134			1	999	1	999	2	1,133
Total	3	1,244	5	1,909	8	3,153	16	19,899	36	43,469	52	63,368	60	66,521
Oregon, Oregon:														
Argentine Republic									3	2,465	3	2,465	3	2,465
Chili									3	2,610	3	2,610	3	2,610
China									1	1,198	1	1,198	1	1,198
England							6	6,610			6	6,610	6	6,610
Scotland							1	851			1	851	1	851
British Columbia	2	1,780			2	1,780			1	678	1	678	3	2,458
Hong-Kong			1	1,135	1	1,135							1	1,135
British Possessions in Australasia	1	842			1	842	7	7,501	18	17,870	25	25,371	26	26,213
Mexico on the Pacific			1	1,395	1	1,395			2	2,620	2	2,620	3	4,015
Philippine Islands									1	1,209	1	1,209	1	1,209
United States of Colombia on the Pacific									2	2,090	2	2,090	2	2,090
North Pacific whale fisheries	1	16			1	16							1	16
Total	4	2,638	2	2,530	6	5,168	14	14,962	31	30,740	45	45,702	51	50,870
Pamlico, N. C.:														
British West Indies	4	393			4	393							4	393
Passamaquoddy, Me.:														
Nova Scotia, N. Brunswick, and P. Ed. Is'd	225	158,147	14	1,813	239	159,960	312	17,471	214	36,195	526	53,666	765	213,626
Sicily and Sardinia (Italy, insular)							1	572			1	572	1	572
Total	225	158,147	14	1,813	239	159,960	313	18,043	214	36,195	527	54,238	766	214,198

Pearl River, Miss.:														
Argentine Republic							1	646	4	3,089	5	3,735	5	3,735
Brazil									4	3,954	4	3,954	4	3,954
France on the Atlantic									1	416	1	416	1	416
French West Indies									1	506	1	506	1	506
French Poss. in Africa and adjacent islands									2	527	2	527	2	527
England									2	1,586	2	1,586	2	1,586
Ireland									2	1,434	2	1,434	2	1,434
British West Indies			2	907	2	907			10	7,410	10	7,410	12	8,317
British Guiana									2	1,186	2	1,186	2	1,186
British Honduras									1	99	1	99	1	99
British Poss. in Africa and adjacent islands									2	861	2	861	2	861
Italy (continental)							1	729			1	729	1	729
Mexico on the Gulf	8	1,275	9	1,310	17	2,585			1	348	1	348	18	2,933
Dutch West Indies			1	237	1	237							1	237
Azore, Madeira, and Cape Verde islands									1	994	1	994	1	994
Portuguese Poss. in Africa and adjac't isl'ds									1	580	1	580	1	580
Spain on the Mediterranean									1	838	1	838	1	838
Cuba	2	416	20	4,542	22	4,958			2	819	2	819	24	5,777
U. S. of Colombia on the Caribbean Sea			25	10,263	25	10,263			7	4,777	7	4,777	32	15,040
Uruguay									3	1,998	3	1,998	3	1,998
Total	10	1,691	57	17,259	67	18,950	2	1,375	47	31,422	49	32,797	116	51,747
Pensacola, Fla.:														
Argentine Republic							4	3,092	65	41,423	69	44,515	69	44,515
Austria									1	648	1	648	1	648
Belgium									1	797	1	797	1	797
Brazil									24	20,096	24	20,096	24	20,096
Central American States: Costa Rica on the Caribbean Sea									1	651	1	651	1	651
Central American States: Honduras on the Caribbean Sea							1	51	1	51	2	102	2	102
Chili							1	1,461	1	973	2	2,434	2	2,434
Danish West Indies									6	3,939	6	3,939	6	3,939
France on the Atlantic									9	8,098	9	8,098	9	8,098
France on the Mediterranean									3	2,155	3	2,155	3	2,155
French West Indies									4	2,416	4	2,416	4	2,416
French Poss. in Africa and adjacent islands									1	736	1	736	1	736
Germany							1	605	1	1,001	2	1,606	2	1,606
England							11	10,930	25	24,318	36	35,248	36	35,248
Ireland									3	2,533	3	2,533	3	2,533
Nova Scotia, N. Brunswick, and P. Ed. Isl'd									1	314	1	314	1	314
British West Indies	1	333	11	5,634	12	5,967	1	350	33	22,513	34	22,863	46	28,830
British Guiana			1	259	1	259			9	6,234	9	6,234	10	6,493
British Honduras							2	102			2	102	2	102
British Poss. in Africa and adjacent islands							2	1,419	12	9,807	14	11,226	14	11,226
Italy (continental)							6	3,952	18	10,788	24	14,740	24	14,740
Mexico on the Gulf							1	314	5	2,661	6	2,975	6	2,975
Netherlands									1	623	1	623	1	623
Dutch West Indies			1	367	1	367							1	367
Portugal							2	717	2	1,830	4	2,547	4	2,547

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Azore, Madeira, and Cape Verde islands									2	1,977	2	1,977	2	1,977
Portuguese Poss. in Africa and adjac't isl'ds									1	509	1	509	1	509
Spain on the Atlantic									2	1,164	2	1,164	2	1,164
Spain on the Mediterranean									28	16,315	28	16,315	28	16,315
Cuba	1	518	4	1,452	5	1,970	1	1,025	2	1,735	3	2,760	8	4,730
Sweden and Norway									2	1,501	2	1,501	2	1,501
U. S. of Colombia on the Caribbean Sea			16	8,134	16	8,134			3	2,577	3	2,577	19	10,711
Uruguay							2	1,432	24	20,395	26	21,827	26	21,827
Venezuela									1	372	1	372	1	372
Total	2	851	33	15,846	35	16,697	35	25,450	292	211,150	327	236,600	362	253,297
Perth Amboy, N. J.:														
England							16	20,459			16	20,459	16	20,459
Spain on the Atlantic							4	4,358			4	4,358	4	4,358
Spain on the Mediterranean							9	7,486			9	7,486	9	7,486
Total							29	32,303			29	32,303	29	32,303
Philadelphia, Pa.:														
Argentine Republic			3	3,608	3	3,608	13	7,049			13	7,049	16	10,657
Austria	1	1,518			1	1,518	14	18,758	1	1,192	15	19,950	16	21,468
Belgium	4	6,693			4	6,693	39	56,440	2	2,917	41	59,357	45	66,050
Brazil	4	2,032			4	2,032	17	9,114	5	6,884	22	15,998	26	18,030
Central American States: Nicaragua on the Caribbean Sea							18	7,513			18	7,513	18	7,513
Chili	4	2,789			4	2,789	5	3,189			5	3,189	9	5,978
Denmark							7	4,727			7	4,727	7	4,727
Danish West Indies	1	374			1	374							1	374
Greenland, Iceland, and the Farve Isld's	3	1,101			3	1,101	14	4,601			14	4,601	17	5,702
France on the Atlantic	5	7,771	1	2,121	6	9,892	43	39,067	6	6,478	49	45,545	55	55,437
France on the Mediterranean							10	7,419	1	682	11	8,101	11	8,101
French West Indies							1	299			1	299	1	299
French East Indies			1	192	1	192							1	192

French Poss. in Africa and adjacent isl'ds							51	59,690			51	59,690	51	59,690
Germany							101	99,490	5	8,400	106	107,890	106	107,890
England	11	21,220			11	21,220	182	271,640	5	6,348	187	277,988	198	299,208
Scotland							12	22,278			12	22,278	12	22,278
Ireland	2	2,900			2	2,900	3	3,478	2	1,031	5	4,509	7	7,409
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	36	10,312	1	136	37	10,448	11	1,711	2	1,960	13	3,671	50	14,119
Newfoundland and Labrador	2	204			2	204							2	204
British West Indies	31	14,005	1	55	32	14,060	43	19,384			43	19,384	75	33,444
British Guiana	5	1,905			5	1,905	8	4,383			8	4,383	13	6,288
British East Indies							2	3,214			2	3,214	2	3,214
British Poss. in Africa and adjacent isld's							2	1,693	3	2,271	5	3,964	5	3,964
Greece							9	12,303			9	12,303	9	12,303
Hayti	17	4,164			17	4,164	2	871			2	871	19	5,035
Italy (continental)							39	50,629	2	1,858	41	52,487	41	52,487
Sicily and Sardinia (Italy, insular)							35	28,106			35	28,106	35	28,106
Mexico on the Gulf	1	392			1	392	4	898			4	898	5	1,290
Netherlands							18	17,935			18	17,935	18	17,935
Peru	1	1,102			1	1,102							1	1,102
Portugal	3	2,324			3	2,324	8	5,114			8	5,114	11	7,438
Azore, Madeira, and Cape Verde Islands									2	2,789	2	2,789	2	2,789
Spain on the Atlantic							32	34,454			32	34,454	32	34,454
Spain on the Mediterranean							124	146,093			124	146,093	124	146,093
Cuba	209	92,691	1	34	210	92,725	91	90,115			91	90,115	301	182,840
Porto Rico	8	3,777			8	3,777	6	2,622			6	2,622	14	6,399
Philippine Islands							1	1,307			1	1,307	1	1,307
Sweden and Norway							11	8,181	2	1,836	13	10,017	13	10,017
Turkey in Asia	1	1,581			1	1,581	11	7,403			11	7,403	12	8,984
U. S. of Colombia on the Caribbean Sea	2	708			2	708	1	577			1	577	3	1,285
Uruguay	2	1,148			2	1,148	8	5,364	2	1,962	10	7,326	12	8,474
Venezuela							1	188			1	188	1	188
Total	353	180,711	8	6,146	361	186,857	997	1,057,297	40	46,608	1,037	1,103,905	1,398	1,290,762
Plymouth, Mass.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							1	68			1	68	1	68
Mexico on the Gulf							1	705			1	705	1	705
Total							2	773			2	773	2	773
Portland and Falmouth, Me.:														
Argentine Republic	1	803	1	876	2	1,679	2	1,431	11	9,704	13	11,135	15	12,814
France on the Atlantic									1	998	1	998	1	998
France on the Mediterranean							1	557			1	557	1	557
French West Indies							1	150			1	150	1	150
Germany							1	744			1	744	1	744
England							38	84,696	1	851	39	85,547	39	85,547
Scotland							1	1,940			1	1,940	1	1,940
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	6	1,113	3	290	9	1,403	155	13,661	2	1,183	157	14,844	166	16,247
Quebec, Ontario, Manitoba, and NW. Ter.	1	416			1	416							1	416
Newfoundland and Labrador							1	149			1	149	1	149
British West Indies	1	479			1	479	14	5,254	2	1,106	16	6,360	17	6,839

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Italy (continental)							1	388			1	388	1	388
Sicily and Sardinia (Italy insular)							3	2,723			3	2,723	3	2,723
Japan	2	2,275			2	2,275	1	949			1	949	3	3,224
Liberia	1	283			1	283							1	283
Azore, Madeira, and Cape Verde Islands	1	92	1	287	2	379							2	379
Cuba	17	8,357			17	8,357	3	901			3	901	20	9,258
Porto Rico	15	5,472			15	5,472	12	4,169			12	4,169	27	9,641
Total	45	19,290	5	1,453	50	20,743	234	117,712	17	13,842	251	131,554	301	152,297
Portsmouth, N. H.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	3	543			3	543	41	5,720			41	5,720	44	6,263
Quebec, Ontario, Manitoba, and N. W. Ter.							3	929			3	929	3	929
Total	3	543			3	543	44	6,649			44	6,649	47	7,192
Providence, R. I.:														
France on the Mediterranean							1	593			1	593	1	593
England							1	768			1	768	1	768
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	11	1,552			11	1,552	56	6,578			56	6,578	67	8,130
British West Indies	3	1,067			3	1,067							3	1,067
Hayti	13	2,495			13	2,495	1	162			1	162	14	2,657
Sicily and Sardinia (Italy insular)							3	1,514			3	1,514	3	1,514
Dutch West Indies	2	1,046			2	1,046							2	1,046
Total	29	6,160			29	6,160	62	9,615			62	9,615	91	15,775
Puget Sound, Wash.:														
Nicaragua on the Pacific									1	609	1	609	1	609
Chili									13	11,591	13	11,591	13	11,591
China	1	1,219	3	3,549	4	4,768			15	11,573	15	11,573	19	16,341
French Poss. in Africa and adjacent islands									3	1,891	3	1,891	3	1,891
French Possessions, all other			1	664	1	664							1	664
England	1	1,376			1	1,376							1	1,376
British Columbia	230	109,735	430	166,254	660	275,989	12	2,509	37	6,332	49	8,841	709	284,830
British East Indies									1	905	1	905	1	905

British Possessions in Australasia			6	5,881	6	5,881			36	30,382	36	30,382	42	36,263
Hawaiian Islands			18	11,363	18	11,363			3	2,324	3	2,324	21	13,687
Japan			2	4,146	2	4,146							2	4,146
Mexico on the Pacific			4	3,256	4	3,256			3	2,077	3	2,077	7	5,333
Peru			2	2,145	2	2,145			5	3,468	5	3,468	7	5,613
Russia, Asiatic			3	1,708	3	1,708			1	619	1	619	4	2,327
United States of Colombia on the Pacific			1	432	1	432			5	3,565	5	3,565	6	3,997
All other islands and ports			2	589	2	589							2	589
Total	232	112,330	472	199,987	704	312,317	12	2,509	123	75,336	135	77,845	839	390,162
Richmond, Va.:														
Brazil									6	1,229	6	1,229	6	1,229
England							2	1,029	2	2,827	4	3,856	4	3,856
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	1	412	1	184	2	596	2	752	1	142	3	894	5	1,490
British West Indies							1	78	2	531	3	609	3	609
British Poss. in Africa and adjacent islands									1	936	1	936	1	936
Cuba	3	1,265			3	1,265							3	1,265
Sweden and Norway									1	132	1	132	1	132
Venezuela	2	832			2	832							2	832
Total	6	2,509	1	184	7	2,693	5	1,859	13	5,797	18	7,656	25	10,349
Saco, Me.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							1	88			1	88	1	88
Salem and Beverly, Mass.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	5	1,372			5	1,372	73	10,232			73	10,232	78	11,604
British East Indies							2	2,330			2	2,330	2	2,330
Total	5	1,372			5	1,372	75	12,562			75	12,562	80	13,934
San Diego, Cal.:														
England							1	1,343			1	1,343	1	1,343
British Columbia	3	3,970			3	3,970	1	1,586			1	1,586	4	5,556
British Possessions in Australasia	2	2,738			2	2,738	10	9,103			10	9,103	12	11,841
Mexico on the Pacific	22	1,203	73	5,317	95	6,520			1	101	1	101	96	6,621
Total	27	7,911	73	5,317	100	13,228	12	12,032	1	101	13	12,133	113	25,361
Saint Augustine, Fla.:														
British West Indies	4	400			4	400							4	400
Saint John's, Fla.:														
French West Indies			1	180	1	180							1	180
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							1	143			1	143	1	143
British West Indies	10	4,146	6	1,984	16	6,130	12	891			12	891	28	7,021
British Guiana									1	93	1	93	1	93
Cuba			1	264	1	264	1	78			1	78	2	342
Porto Rico			1	335	1	335							1	335
Total	10	4,146	9	2,763	19	6,909	14	1,112	1	93	15	1,205	34	8,114

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Saint Mark's, Fla.:														
Brazil									1	610	1	610	1	610
French West Indies			1	229	1	229							1	229
British West Indies			3	877	3	877							3	877
Total			4	1,106	4	1,106			1	610	1	610	5	1,716
Saint Mary's, Ga.:														
British West Indies			1	226	1	226							1	226
San Francisco, Cal.:														
Argentine Republic	2	3,333			2	3,333	1	486			1	486	3	3,819
Belgium							6	7,160			6	7,160	6	7,160
Guatemala on the Pacific	1	538			1	538							1	538
Honduras on the Pacific							1	165			1	165	1	165
Chili	2	1,566			2	1,566	7	5,488			7	5,488	9	7,054
China							1	1,286	2	2,887	3	4,173	3	4,173
Ecuador	3	503			3	503							3	503
France on the Mediterranean							1	860			1	860	1	860
French Possessions, all other	15	4,518			15	4,518	4	1,066			4	1,066	19	5,584
Germany							3	2,586			3	2,586	3	2,586
England	29	53,260			29	53,260	89	138,645			89	138,645	118	191,905
Scotland							13	21,495			13	21,495	13	21,495
British Columbia	130	163,711	4	232	134	163,943	38	42,092			38	42,092	172	206,035
British East Indies							9	13,571			9	13,571	9	13,571
Hong-Kong	33	67,769			33	67,769	15	35,038	2	3,380	17	38,418	50	106,187
British Poss. in Africa and adjacent islands									1	1,440	1	1,440	1	1,440
British Possessions in Australasia	12	21,188	3	2,677	15	23,865	106	149,899	11	15,810	117	165,709	132	189,574
Hawaiian Islands	138	54,733	2	834	140	55,567	28	31,122			28	31,122	168	86,689
Italy (continental)							1	975			1	975	1	975
Japan	3	2,325	1	1,536	4	3,861	5	5,891	2	2,761	7	8,652	11	12,513
Mexico on the Pacific	30	13,649			30	13,649	6	1,423			6	1,423	36	15,072
Peru							1	164			1	164	1	164
Russia, Asiatic							2	359			2	359	2	359
Philippine Islands							2	3,373			2	3,373	2	3,373

United States of Colombia on the Pacific	45	75,137			45	75,137			3	3,111	3	3,111	48	78,248
Uruguay									2	3,417	2	3,417	2	3,417
All other islands and ports	7	1,517			7	1,517	1	78			1	78	8	1,595
Total	450	463,747	10	5,279	460	469,026	340	463,222	23	32,806	363	496,028	823	965,054
Savannah, Ga.:														
Argentine Republic									27	14,136	27	14,136	27	14,136
Belgium							1	498			1	498	1	498
Brazil	1	319	1	326	2	645			24	11,303	24	11,303	26	11,948
Danish West Indies									2	1,711	2	1,711	2	1,711
France on the Atlantic			1	402	1	402			13	7,945	13	7,945	14	8,347
France on the Mediterranean									5	3,018	5	3,018	5	3,018
French West Indies									5	2,010	5	2,010	5	2,010
French Poss. in Africa and adj'c'nt isl'ds									12	5,297	12	5,297	12	5,297
French Possessions, all other									1	691	1	691	1	691
Germany							6	3,975	5	3,751	11	7,726	11	7,726
England							27	20,163	26	25,206	53	45,369	53	45,369
Scotland							2	1,071	3	3,541	5	4,612	5	4,612
Ireland							1	716	3	1,601	4	2,317	4	2,317
Nova Scotia, N. Brunswick, and P. Ed. Isl'd									4	4,625	4	4,625	4	4,625
British West Indies	2	685	1	56	3	741	2	168	23	14,087	25	14,255	28	14,996
British Guiana									5	3,159	5	3,159	5	3,159
British Poss. in Africa and adj'c'nt isl'ds									3	1,938	3	1,938	3	1,938
Italy (continental)									5	5,639	5	5,639	5	5,639
Mexico on the Gulf							1	127			1	127	1	127
Netherlands									1	463	1	463	1	463
Portugal									4	2,797	4	2,797	4	2,797
Azore, Madeira, and Cape Verde Islands									14	10,987	14	10,987	14	10,987
San Domingo							1	357			1	357	1	357
Spain on the Atlantic									8	4,806	8	4,806	8	4,806
Spain on the Mediterranean									14	7,607	14	7,607	14	7,607
Cuba	1	419			1	419	1	123	3	1,491	4	1,614	5	2,033
Porto Rico									1	384	1	384	1	384
Canary Islands									4	5,119	4	5,119	4	5,119
Sweden and Norway									3	1,485	3	1,485	3	1,485
U. S. of Colombia on the Caribbean Sea									2	862	2	862	2	862
Uruguay									6	3,944	6	3,944	6	3,944
Total	4	1,423	3	784	7	2,207	42	27,198	226	149,603	268	176,801	275	179,008
Stonington, Conn.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							7	783			7	783	7	783
Teche, La.:														
Mexico on the Gulf	12	8,484	1	96	13	8,580							13	8,580
Waldoborough, Me.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	16	1,514			16	1,514	559	41,438			559	41,438	575	42,952

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Willamette, Oregon:														
Brazil									1	750	1	750	1	750
China	1	814	1	1,406	2	2,220			2	2,512	2	2,512	4	4,732
England							9	8,987			9	8,987	9	8,987
Scotland							2	1,877			2	1,877	2	1,877
British Columbia	2	2,008			2	2,008	1	203	3	2,975	4	3,178	6	5,186
British East Indies									1	1,712	1	1,712	1	1,712
British Possessions in Australasia							7	7,598	15	16,203	22	23,801	22	23,801
Hawaiian Islands									1	514	1	514	1	514
Japan			1	1,578	1	1,578	2	2,144			2	2,144	3	3,722
Mexico on the Pacific									1	1,383	1	1,383	1	1,383
Peru									3	3,117	3	3,117	3	3,117
United States of Colombia on the Pacific									1	1,262	1	1,262	1	1,262
Uruguay									2	1,682	2	1,682	2	1,682
Total	3	2,822	2	2,984	5	5,806	21	20,809	30	32,110	51	52,919	56	58,725
Wilmington, Cal.:														
England	3	5,111			3	5,111	6	10,858			6	10,858	9	15,969
Ireland							1	1,703			1	1,703	1	1,703
British Columbia	9	14,260			9	14,260	4	6,040			4	6,040	13	20,300
British Possessions in Australasia	4	4,727			4	4,727	34	45,584			34	45,584	38	50,311
Mexico on the Pacific			4	517	4	517							4	517
Total	16	24,098	4	517	20	24,615	45	64,185			45	64,185	65	88,800
Wilmington, N. C.:														
Argentine Republic									7	3,403	7	3,403	7	3,403
Belgium									2	1,525	2	1,525	2	1,525
Brazil									4	1,536	4	1,536	4	1,536
Danish West Indies									5	2,181	5	2,181	5	2,181
France on the Atlantic									9	3,674	9	3,674	9	3,674
France on the Mediterranean									2	1,024	2	1,024	2	1,024
French West Indies			3	592	3	592			3	829	3	829	6	1,421
French Poss. in Africa and adjacent islands									4	1,345	4	1,345	4	1,345

Germany							26	10,771			26	10,771	26	10,771
England							13	5,529	8	7,421	21	12,950	21	12,950
Ireland									2	734	2	734	2	734
Nova Scotia, N. Brunswick, and P. Ed. Isl'd									2	1,951	2	1,951	2	1,951
British West Indies	1	193			1	193	7	1,512	12	4,895	19	6,407	20	6,600
British Guiana									3	970	3	970	3	970
British Poss. in Africa and adjacent islands									1	280	1	280	1	280
Dutch West Indies							1	156			1	156	1	156
Portugal									3	1,261	3	1,261	3	1,261
Azore, Madeira, and Cape Verde Islands							1	463	12	4,488	13	4,951	13	4,951
Portuguese Poss. in Africa and adja't isl'ds									1	447	1	447	1	447
San Domingo			3	1,329	3	1,329							3	1,329
Spain on the Atlantic									2	637	2	637	2	637
Spain on the Mediterranean									3	1,009	3	1,009	3	1,009
Cuba	2	610			2	610							2	610
Porto Rico							1	138			1	138	1	138
Sweden and Norway									1	429	1	429	1	429
Total	3	803	6	1,921	9	2,724	49	18,569	86	40,039	135	58,608	144	61,332
Wiscasset, Me.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	3	637			3	637	7	1,526			7	1,526	10	2,163
British West Indies							1	418			1	418	1	418
Dutch West Indies	1	247			1	247							1	247
Spain on the Atlantic	1	500			1	500							1	500
Total	5	1,384			5	1,384	8	1,944			8	1,944	13	3,328
Yorktown, Va.:														
France on the Atlantic									1	910	1	910	1	910
England							17	35,307	1	1,448	18	36,755	18	36,755
Nova Scotia, N. Brunswick, and P. Ed. Isl'd									2	1,567	2	1,567	2	1,567
British West Indies	2	691			2	691	1	460	1	990	2	1,450	4	2,141
Hayti	1	780			1	780							1	780
Mexico on the Gulf							2	1,850			2	1,850	2	1,850
Portugal									1	266	1	266	1	266
Azore, Madeira, and Cape Verde Islands									3	3,877	3	3,877	3	3,877
Cuba							2	2,624	2	3,637	4	6,261	4	6,261
U. S. of Colombia on the Caribbean Sea							1	575			1	575	1	575
Total	3	1,471			3	1,471	23	40,816	11	12,695	34	53,511	37	54,982
TOTAL SEA PORTS	4,471	2,548,316	835	322,620	5,306	2,870,936	10,736	9,282,315	1,956	1,378,464	12,692	10,660,779	17,998	13,531,715
LAKE PORTS.														
Entered from the Provinces of Quebec, Ontario, Manitoba, and the Northwest Territory, at—														
Buffalo Creek, N. Y.	119	18,465	111	10,032	230	28,497	441	77,458	231	11,492	672	88,950	902	117,447
Cape Vincent, N. Y.	278	12,782	27	1,240	305	14,022	887	173,032	42	5,120	929	178,152	1,234	192,174
Champlain, N. Y.	716	70,921	94	7,490	810	78,411	42	4,509	17	1,617	59	6,126	869	84,537

No. 52.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
LAKE PORTS—continued.														
Entered from the Provinces of Quebec, Ontario, Manitoba, and the Northwest Territory, at—														
Chicago, Ill	111	34,482	46	14,027	157	48,509	116	45,308	6	1,621	122	46,929	279	95,438
Cuyahoga, Ohio	27	2,365	44	4,783	71	7,148	83	24,137	239	64,087	322	88,224	393	95,372
Detroit, Mich	795	49,483	232	23,945	1,027	73,428	1,701	109,531	233	34,644	1,934	144,175	2,961	217,603
Duluth, Minn	73	28,391	4	2,639	77	31,030	95	69,658	70	30,804	165	100,462	242	131,492
Erie, Pa	.....	.....	8	550	8	550	3	1,236	18	4,309	21	5,545	29	6,095
Genesee, N. Y	7	473	27	5,948	34	6,421	250	56,951	201	48,543	451	105,494	485	111,915
Huron, Mich	60	20,941	162	55,315	222	76,256	160	8,634	162	17,736	322	26,370	544	102,626
Miami, Ohio	14	538	53	6,442	67	6,980	.....	.....	153	40,247	153	40,247	220	47,227
Michigan, Mich	11	2,382	84	22,431	95	24,813	96	34,158	39	12,922	135	47,080	230	71,893
Milwaukee, Wis	2	757	.....	.....	2	757	2	1,175	.....	.....	2	1,175	4	1,932
Niagara, N. Y	9	3,893	.....	.....	9	3,893	185	81,289	33	4,052	218	85,341	227	89,234
Oswegatchie, N. Y	61	6,160	171	8,513	232	14,673	108	32,848	287	61,513	395	94,361	627	109,034
Oswego, N. Y	115	18,466	70	12,470	185	30,936	1,079	189,371	503	123,201	1,582	312,572	1,767	343,508
Sandusky, Ohio	305	14,346	103	8,711	408	23,057	47	2,616	80	16,837	127	19,453	535	42,510
Superior, Mich	96	3,219	41	8,273	137	11,492	210	129,189	260	186,061	470	315,250	607	326,742
Vermont, Vt	107	13,217	7	490	114	13,707	460	71,544	111	12,538	571	84,082	685	97,789
TOTAL LAKE PORTS	2,906	301,281	1,284	193,299	4,190	494,580	5,965	1,112,644	2,685	677,344	8,650	1,789,988	12,840	2,284,568
AGGREGATE	7,377	2,849,597	2,119	515,919	9,496	3,365,516	16,701	10,394,959	4,641	2,055,808	21,342	12,450,767	30,838	15,816,283

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No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June 30,* **1887.**

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS.														
Alaska, Alaska:														
British Columbia	14	9,762	16	13,362	30	23,124							30	23,124
Alexandria, Va.:														
French West Indies	1	416			1	416							1	416
Cuba	2	830			2	830							2	830
Total	3	1,246			3	1,246							3	1.246
Apalachicola, Fla.:														
Argentine Republic	2	1,302			2	1,302	5	2,380			5	2,380	7	3,682
Belgium							1	579			1	579	1	579
Brazil							1	312			1	312	1	312
France on the Atlantic							3	1,072			3	1,072	3	1,072
England							8	4,538			8	4,538	8	4,538
Scotland							3	1,646			3	1,646	3	1,646
Ireland							6	3,388			6	3,388	6	3,388
British Poss. in Africa and adjacent islands	1	237			1	237							1	237
Dutch West Indies	1	170			1	170							1	170
Portugal							1	317			1	317	1	317
Portuguese Poss. in Afr. and adjacent isls.							1	446			1	446	1	446
Cuba	2	824			2	824							2	824
Total	6	2,533			6	2,533	29	14,678			29	14,678	35	17,211
Baltimore, Md.:														
Austria							1	516			1	516	1	516
Belgium							24	33,759			24	33,759	24	33,759
Brazil	54	25,069			54	25,069	21	13,814			21	13,814	75	38,883
Central American States: Costa Rica on the Caribbean Sea							1	398			1	398	1	398
Central American States: Nicaragua on the Caribbean Sea	1	161			1	161	3	411			3	411	4	572
Danish West Indies	1	161			1	161							1	161
France on the Atlantic							74	88,557			74	88,557	74	88,557

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Baltimore, Md.—Continued.														
France on the Mediterranean							2	1,738			2	1,738	2	1,738
French West Indies	1	315			1	315							1	315
Germany	3	3,230			3	3,230	67	96,767			67	96,767	70	99,997
England							178	299,941			178	299,941	178	299,941
Scotland							35	54,424			35	54,424	35	54,424
Ireland							55	59,538			55	59,538	55	59,538
Gibraltar							1	550			1	550	1	550
Nova Scotia, N. Brunswick, and Pr. E. Isl'd							3	1,788	7	8,106	10	9,894	10	9,894
British West Indies	39	5,611	29	1,991	68	7,602	27	3,612	12	2,129	39	5,741	107	13,343
British Guiana	10	3,572			10	3,572							10	3,572
Hayti	1	694			1	694							1	694
Italy (continental)							4	4,946			4	4,946	4	4,946
Mexico on the Pacific	1	1,436			1	1,436							1	1,436
Netherlands							38	50,423			38	50,423	38	50,423
Portugal							3	1,678			3	1,678	3	1,678
Spain on the Atlantic							1	988			1	988	1	988
Cuba	25	12,681			25	12,681	27	27,093	3	2,725	30	29,818	55	42,499
Porto Rico	4	640			4	640							4	640
Sweden and Norway							1	585			1	585	1	585
U. S. of Colombia on the Caribbean Sea	14	5,073			14	5,073	1	518			1	518	15	5,591
Total	154	58,643	29	1,991	183	60,634	567	742,044	22	12,960	589	755,004	772	815,638
Bangor, Me.:														
Danish West Indies	1	225			1	225							1	225
Scotland	1	587			1	587	4	1,991			4	1,991	5	2,578
Nova Scotia, N. Brunswick, and Pr. E. Isl'd									9	827	9	827	9	827
British West Indies	10	2,712			10	2,712							10	2,712
Hayti	2	346			2	346							2	346
Italy (continental)							6	2,427			6	2,427	6	2,427
Sicily and Sardinia (Italy, insular)							1	568			1	568	1	568
Dutch West Indies	3	905			3	905							3	905
Cuba	1	491			1	491							1	491
Total	18	5,266			18	5,266	11	4,986	9	827	20	5,813	38	11,079

Barnstable, Mass.:														
England			2	120	2	120							2	120
Nova Scotia, N. Brunswick, and Pr. E. Isl'd			3	302	3	302			10	837	10	837	13	1,139
British Columbia			1	76	1	76							1	76
British West Indies	1	184			1	184							1	184
Portugal									1	144	1	144	1	144
Cuba			1	130	1	130							1	130
North Pacific whale fisheries			10	881	10	881							10	881
Total	1	184	17	1,509	18	1,693			11	981	11	981	29	2,674
Bath Me.:														
Danish West Indies							1	113			1	113	1	113
Greenland, Iceland, and the Faroe Islands			1	298	1	298							1	298
Nova Scotia, N. Brunswick, and P. E. Isl'd			3	607	3	607			7	469	7	469	10	1,076
British West Indies	1	460			1	460							1	460
Total	1	460	4	905	5	1,365	1	113	7	469	8	582	13	1,947
Beaufort, S. C.:														
Denmark							1	1,118			1	1,118	1	1,118
Germany							15	14,737			15	14,737	15	14,737
England							84	80,806			84	80,806	84	80,806
Scotland							11	10,151			11	10,151	11	10,151
Ireland							12	11,088			12	11,088	12	11,088
British West Indies							1	758			1	758	1	758
Netherlands							1	994			1	994	1	994
Sweden and Norway							1	994			1	994	1	994
Total							126	120,646			126	120,646	126	120,646
Belfast, Me.:														
French West Indies	4	1,268			4	1,268							4	1,268
Nova Scotia, N. Brunswick, and P. E. Isl'd			11	1,968	11	1,968			151	11,220	151	11,220	162	13,188
British West Indies	1	445			1	445							1	445
Hayti	2	400			2	400							2	400
Cuba	2	642			2	642							2	642
Total	9	2,755	11	1,968	20	4,723			151	11,220	151	11,220	171	15,943
Boston and Charlestown, Mass.:														
Argentine Republic	5	3,316			5	3,316	23	18,197			23	18,197	28	21,513
Belgium							4	5,156			4	5,156	4	5,156
Brazil	1	759			1	759							1	759
Chili	6	4,987			6	4,987	2	1,099			2	1,099	8	6,086
Denmark							2	927			2	927	2	927
Danish West Indies	4	1,520	3	1,719	7	3,239							7	3,239
France on the Mediterranean							1	655			1	655	1	655
French Guiana	3	492			3	492	4	553			4	553	7	1,045
Miquelon, Langley, and St. Pierre Islands							29	3,661			29	3,661	29	3,661
French Poss. in Africa and adjac't islands	5	1,594			5	1,594							5	1,594
Germany							5	4,382			5	4,382	5	4,382
England	1	819			1	819	191	480,923			191	480,923	192	481,742

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *endiag June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Boston and Charlestown, Mass.—Con.														
Scotland							43	79,080			43	79,080	43	79,080
Nova Scotia, N. Brunswick, and P. E. Isl'd.	110	84,419	239	50,719	349	135,138	741	104,350	696	98,996	1,437	203,346	1,786	338,484
Quebec, Ontario, Manitoba, and N W. T'y			4	1,916	4	1,916			7	2,868	7	2,868	11	4,784
Newfoundland and Labrador	2	119			2	119	28	3,348			28	3,348	30	3,467
British West Indies	31	14,027	3	2,201	34	16,228	7	3,128	2	248	9	3,376	43	19,604
British Guiana	10	5,483			10	5,483							10	5,483
British Possessions in Africa and adj't isl'ds	11	4,525			11	4,525	6	1,877			6	1,877	17	6,402
British Possessions in Australasia	7	7,545			7	7,545	6	3,799			6	3,799	13	11,344
Hawaiian Islands	4	3,313			4	3,313							4	3,313
Hayti	13	5,333			13	5,333	11	3,237			11	3,237	24	8,570
Italy (continental)							1	682			1	682	1	682
Mexico on the Gulf			1	349	1	349	1	897			1	897	2	1,246
Netherlands							1	1,014			1	1,014	1	1,014
Dutch West Indies	2	728	1	331	3	1,059							3	1,059
Dutch Guiana	12	4,262			12	4,262							12	4,262
Portugal							2	509			2	509	2	509
Azore, Madeira, and Cape Verde Islands	14	4,966	1	57	15	5,023	2	548			2	548	17	5,571
San Domingo	1	394			1	394							1	394
Cuba	29	15,350	7	3,152	36	18,502	4	1,782	20	8,550	24	10,332	60	28,834
Porto Rico	4	1,093			4	1,093							4	1,093
Canary Islands							2	379			2	379	2	379
Philippine Islands	2	2,102			2	2,102							2	2,102
Sweden and Norway							1	260			1	260	1	260
Turkey in Asia	1	709			1	709	2	999			2	999	3	1,708
U. S. of Colombia on the Caribbean Sea	16	7,801			16	7,801	1	263			1	263	17	8,064
Uruguay	6	5,889			6	5,889	10	5,915			10	5,915	16	11,804
All other countries and ports in Africa not elsewhere specified	5	2,979			5	2,979							5	2,979
North Atlantic whale fisheries			1	86	1	86							1	86
Total	305	184,524	260	60,530	565	245,054	1,130	727,620	725	110,662	1,855	838,282	2,420	1,083,336
Brazos de Santiago, Tex.:														
Mexico on the Gulf			1	100	1	100	1	115	1	27	2	142	3	242

Brunswick, Ga.:														
Argentine Republic	1	467			1	467	20	10,207			20	10,207	21	10,674
Belgium							1	648			1	648	1	648
Brazil	4	2,522			4	2,522	16	9,579			16	9,579	20	12,101
France on the Atlantic							3	1,464			3	1,464	3	1,464
Germany							12	6,636			12	6,636	12	6,636
England							35	19,217			35	19,217	35	19,217
Scotland							3	1,845			3	1,845	3	1,845
Ireland							9	4,998			9	4,998	9	4,998
Nova Scotia, N. Brunswick, and P.E.Isl'd	5	1,822			5	1,822							5	1,822
British West Indies							3	223			3	223	3	223
Italy (continental)							1	588			1	588	1	588
Netherlands							7	3,577			7	3,577	7	3,577
Portugal							4	1,413			4	1,413	4	1,413
Portuguese Poss. in Africa and adjacent isl's							1	836			1	836	1	836
Russia on the Baltic and White Seas							2	848			2	848	2	848
Spain on the Atlantic							12	6,915			12	6,915	12	6,915
Spain on the Mediterranean							16	7,416			16	7,416	16	7,416
Cuba	3	1,332			3	1,332							3	1,332
U. S. of Colombia on the Caribbean Sea	3	1,788			3	1,788							3	1,788
Uruguay							6	3,505			6	3,505	6	3,505
Venezuela	1	310			1	310	1	186			1	186	2	496
North Atlantic whale fisheries			2	153	2	153							2	153
Total	17	8,241	2	153	19	8,394	152	80,101			152	80,101	171	88,495
Castine, Me.:														
Nova Scotia, N. Brunswick, and P.E.Isl'd	1	63			1	63	1	30			1	30	2	93
British West Indies	2	338			2	338							2	338
Total	3	401			3	401	1	30			1	30	4	431
Charleston, S. C.:														
Austria							8	3,387			8	3,387	8	3,387
Belgium							4	2,718			4	2,718	4	2,718
Denmark							4	2,312			4	2,312	4	2,312
France on the Atlantic	1	639			1	639	19	13,208			19	13,208	20	13,847
Germany							30	22,583			30	22,583	30	22,583
England							43	33,495			43	33,495	43	33,495
Scotland							3	1,453			3	1,453	3	1,453
Ireland							4	1,511			4	1,511	4	1,511
Nova Scotia, N. Brunswick, and P.E.Isl'd							2	927			2	927	2	927
British West Indies	10	2,330			10	2,330	2	171	1	1,014	3	1,185	13	3,515
Italy (continental)							7	3,500			7	3,500	7	3,500
Sicily and Sardina (Italy insular)							1	563			1	563	1	563
Netherlands							21	8,758			21	8,758	21	8,758
Russia on the Baltic and White Seas							7	6,217			7	6,217	7	6,217
Russia on the Black Sea							3	2,265			3	2,265	3	2,265
Spain on the Atlantic							1	431			1	431	1	431
Spain on the Mediterranean							16	9,820			16	9,820	16	9,820

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTALS.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Charleston, S. C.—Continued.														
Cuba	1	130	13	1,806	14	1,936	.....	.....	.....	.....	.....	.....	14	1,936
Uruguay	1	430	.....	.....	1	430	1	440	.....	.....	1	440	2	870
Total	13	3,529	13	1,806	26	5,335	176	113,759	1	1,014	177	114,773	203	120,108
Corpus Christi, Tex.:														
Mexico on the Gulf	.....	.....	4	1,105	4	1,105	.....	.....	.....	.....	.....	.....	4	1,105
Delaware, Del.:														
Argentine Republic	1	523	.....	.....	1	523	1	1,011	.....	.....	1	1,011	2	1,534
Brazil	1	219	.....	.....	1	219	.....	.....	.....	.....	.....	.....	1	219
British West Indies	.....	.....	.....	.....	.....	.....	1	63	.....	.....	1	63	1	63
Cuba	.....	.....	.....	.....	.....	.....	.....	.....	1	314	1	314	1	314
Total	2	742	.....	.....	2	742	2	1,074	1	314	3	1,388	5	2,130
Fairfield, Conn.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd	.....	.....	.....	.....	.....	.....	2	173	7	693	9	866	9	866
Cuba	1	602	.....	.....	1	602	.....	.....	.....	.....	.....	.....	1	602
Total	1	602	.....	.....	1	602	2	173	7	693	9	866	10	1,468
Fall River, Mass.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd	.....	.....	.....	.....	.....	.....	.....	.....	16	2,054	16	2,054	16	2,054
Fernandina, Fla.:														
Argentine Republic	1	548	.....	.....	1	548	5	2,036	.....	.....	5	2,036	6	2,584
Danish West Indies	.....	.....	.....	.....	.....	.....	2	226	.....	.....	2	226	2	226
France on the Atlantic	.....	.....	.....	.....	.....	.....	1	347	.....	.....	1	347	1	347
French West Indies	4	1,342	.....	.....	4	1,342	.....	.....	.....	.....	.....	.....	4	1,342
Scotland	.....	.....	.....	.....	.....	.....	2	804	.....	.....	2	804	2	804
British West Indies	16	4,649	.....	.....	16	4,649	6	1,350	.....	.....	6	1,350	22	5,999
British Guiana	2	597	.....	.....	2	597	2	606	.....	.....	2	606	4	1,203
British Poss. in Africa and adjacent islands	.....	.....	.....	.....	.....	.....	1	361	.....	.....	1	361	1	361

Mexico on the Gulf							1	136			1	136	1	136
Spain on the Mediterranean							1	239			1	239	1	239
Cuba	4	1,651			4	1,651							4	1,651
Porto Rico	2	378			2	378							2	378
Canary Islands							1	231			1	231	1	231
U. S. of Colombia on the Caribbean Sea	4	1,563			4	1,563	3	2,010			3	2,010	7	3,573
Uruguay							3	1,261			3	1,261	3	1,261
Venezuela							1	231			1	231	1	231
Total	33	10,728			33	10,728	29	9,838			29	9,838	62	20,566
Frenchman's Bay, Me.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd.			1	132	1	132	1	83	3	154	4	237	5	369
Galveston, Tex.:														
Belgium							2	1,147			2	1,147	2	1,147
Denmark							2	939			2	939	2	939
France on the Atlantic							12	8,217			12	8,217	12	8,217
Germany							28	22,206			28	22,206	28	22,206
England							70	73,326			70	73,326	70	73,326
Ireland							36	12,136			36	12,136	36	12,136
Italy (continental)							2	763			2	763	2	763
Mexico on the Gulf	12	8,484	6	2,096	18	10,580							18	10,580
Netherlands							2	1,244			2	1,244	2	1,244
Russia on the Baltic and White Seas							3	2,867			3	2,867	3	2,867
Cuba	1	470	7	2,966	8	3,436							8	3,436
Total	13	8,954	13	5,062	26	14,016	157	122,845			157	122,845	183	136,861
Georgetown, D. C.:														
British West Indies							1	194			1	194	1	194
Georgetown, S. C.:														
French West Indies	2	517			2	517							2	517
British West Indies	3	773			3	773							3	773
British Guiana	1	212			1	212							1	212
Dutch West Indies	4	822			4	822							4	822
Total	10	2,324			10	2,324							10	2,324
Gloucester, Mass.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd.			38	2,998	38	2,998			47	8,726	47	8,726	85	11,724
Newfoundland and Labrador	29	2,664	3	249	32	2,913							32	2,913
Uruguay									2	1,591	2	1,591	2	1,591
Total	29	2,664	41	3,247	70	5,911			49	10,317	49	10,317	119	16,228
Humboldt, Cal.:														
French Possessions, all other	1	149			1	149							1	149
British Possessions in Australasia							7	3,167			7	3,167	7	3,167
Hawaiian Islands	9	2,539			9	2,539							9	2,539

No. 53.—*Statement showing the number and tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Humboldt, Cal.—Continued.														
Mexico on the Pacific	1	224			1	224							1	224
Peru							1	218			1	218	1	218
Total	11	2,912			11	2,912	8	3,385			8	3,385	19	6,297
Kennebunk, Me.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd			2	256	2	256							2	256
Key West, Fla.:														
Central American States: Honduras on the Caribbean Sea			5	226	5	226			1	131	1	131	6	357
Germany							1	1,500			1	1,500	1	1,500
England							1	1,408			1	1,408	1	1,408
British West Indies	20	3,940	1	47	21	3,987	41	2,369	18	1,060	59	3,429	80	7,416
British Honduras							1	908			1	908	1	908
Mexico on the Gulf			2	189	2	189	1	993			1	993	3	1,182
Russia on the Baltic and White Seas							1	829			1	829	1	829
Cuba	67	30,836	166	91,640	233	122,476			4	184	4	184	237	122,660
Total	87	34,776	174	92,102	261	126,878	46	8,007	23	1,375	69	9,382	330	136,260
Machias, Me.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd			204	30,275	204	30,275	1	28	2	91	3	119	207	30,394
British West Indies	2	343			2	343							2	343
San Domingo	1	179			1	179							1	179
Cuba	12	5,204			12	5,204	1	340			1	340	13	5,544
Total	15	5,726	204	30,275	219	36,001	2	368	2	91	4	459	223	36,460
Marblehead, Mass.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd									36	3,905	36	3,905	36	3,905
Mobile, Ala.:														
Belgium							2	970			2	970	2	970

Brazil							1	625			1	625	1	625
Central American States: Honduras on the Caribbean Sea	4	362			4	362	5	296			5	296	9	658
France on the Atlantic							3	1,571			3	1,571	3	1,571
Germany							2	1,065			2	1,065	2	1,065
England	1	1,108			1	1,108	46	40,417			46	40,417	47	41,525
Scotland							1	1,147			1	1,147	1	1,147
Ireland							3	1,984			3	1,984	3	1,984
British West Indies	8	1,984			8	1,984	11	598			11	598	19	2,582
British Honduras	1	140			1	140	2	139			2	139	3	279
Italy (continental)							1	730			1	730	1	730
Mexico on the Gulf	1	165			1	165							1	165
Netherlands							4	3,067			4	3,067	4	3,067
Russia on the Baltic and White Seas							1	510			1	510	1	510
Spain on the Atlantic							1	373			1	373	1	373
Spain on the Mediterranean							1	502			1	502	1	502
Cuba	14	5,485			14	5,485	2	770			2	770	16	6,255
U. S. of Colombia on the Caribbean Sea	1	319			1	319							1	319
Total	30	9,563			30	9,563	86	54,764			86	54,764	116	64,327
Newark, N. J.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd							38	6,266	7	1,188	45	7,454	45	7,454
Newfoundland and Labrador							2	530			2	530	2	530
Mexico on the Gulf	2	658			2	658							2	658
Total	2	658			2	658	40	6,796	7	1,188	47	7,984	49	8,642
New Bedford, Mass.:														
Argentine Republic									1	481	1	481	1	481
England									1	1,164	1	1,164	1	1,164
Nova Scotia, N. Brunswick, and P. E. Isl'd			1	142	1	142	1	107	5	927	6	1,034	7	1,176
British Poss. in Africa and adjacent isl'ds	1	288			1	288							1	288
Azore, Madeira, and Cape Verde Islands	5	2,699	1	60	6	2,759							6	2,759
North Atlantic whale fisheries	1	85	17	3,407	18	3,492							18	3,492
North Pacific whale fisheries			3	902	3	902							3	902
All other whale fisheries			3	760	3	760							3	760
Total	7	3,072	25	5,271	32	8,343	1	107	7	2,572	8	2,679	40	11,022
Newburyport, Mass.:														
Miquelon, Langley, and St. Pierre Islands									1	155	1	155	1	155
Nova Scotia, N. Brunswick, and P. E. Isl'd			14	2,251	14	2,251			24	3,245	24	3,245	38	5,496
Total			14	2,251	14	2,251			25	3,400	25	3,400	39	5,651
New Haven, Conn.:														
Danish West Indies	11	2,047			11	2,047							11	2,047
Nova Scotia, N. Brunswick, and P. E. Isl'd			1	186	1	186			12	1,515	12	1,515	13	1,701
Total	11	2,047	1	186	12	2,233			12	1,515	12	1,515	24	3,748

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
New London, Conn.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd.									2	272	2	272	2	272
British Possessions, all other	2	254			2	254							2	254
Total	2	254			2	254			2	272	2	272	4	526
New Orleans, La.:														
Austria							2	757			2	757	2	757
Belgium	1	1,015			1	1,015	14	30,151			14	30,151	15	31,166
Central American States: Costa Rica on the Caribbean Sea	1	311			1	311	23	12,289			23	12,289	24	12,600
Central American States: Guatemala on the Caribbean Sea	4	1,703	3	324	7	2,027	1	408			1	408	8	2,435
Central American States: Honduras on the Caribbean Sea	72	28,349	6	2,224	78	30,573	49	16,576	14	3,646	63	20,222	141	50,795
Central American States: Nicaragua on the Caribbean Sea	6	2,460			6	2,460	11	3,525			11	3,525	17	5,985
Denmark							2	2,110			2	2,110	2	2,110
France on the Atlantic	6	7,605			6	7,605	62	79,331			62	79,331	68	86,936
France on the Mediterranean							4	5,957			4	5,957	4	5,957
Germany							46	59,262			46	59,262	46	59,262
England							217	306,801			217	306,801	217	306,801
Scotland							1	481			1	481	1	481
Ireland							3	3,494			3	3,494	3	3,494
Gibraltar							3	1,489			3	1,489	3	1,489
British West Indies	3	828	1	108	4	936	3	264			3	264	7	1,200
British Honduras	2	886			2	886							2	886
Italy (continental)							9	8,704			9	8,704	9	8,704
Sicily and Sardinia (Italy, insular)							1	410			1	410	1	410
Mexico on the Gulf	8	3,324	1	540	9	3,864	14	1,738			14	1,738	23	5,602
Netherlands							1	506			1	506	1	506
Portugal	2	1,220			2	1,220	13	7,124			13	7,124	15	8,344
Russia on the Baltic and White Seas							18	13,654			18	13,654	18	13,654
Russia on the Black Sea							1	1,086			1	1,086	1	1,086
Spain on the Atlantic	1	698			1	698	6	3,276			6	3,276	7	3,974

Spain on the Mediterranean	5	4,169			5	4,169	27	20,620			27	20,620	32	24,789
Cuba	1	589			1	589	1	734			1	734	2	1,323
Sweden and Norway							1	775			1	775	1	775
U. S. of Colombia on the Caribbean Sea	8	3,926			8	3,926	14	10,727			14	10,727	22	14,653
Total	120	57,083	11	3,196	131	60,279	547	592,249	14	3,646	561	595,895	692	656,174
Newport, R. I.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd									10	978	10	978	10	978
New York, N. Y.:														
Argentine Republic	25	17,103			25	17,103	65	38,158			65	38,158	90	55,261
Austria	1	756			1	756	2	929			2	929	3	1,685
Belgium	10	16,943			10	16,943	176	367,721			176	367,721	186	384,664
Brazil	32	19,698			32	19,698	88	40,214			88	40,214	120	59,912
Central American States: Costa Rica on the Caribbean Sea	4	1,053			4	1,053	6	4,725			6	4,725	10	5,778
Central American States: Honduras on the Caribbean Sea	3	1,377			3	1,377	4	2,258	1	198	5	2,456	8	3,833
Central American States: Nicaragua on the Caribbean Sea	1	138			1	138	7	1,913			7	1,913	8	2,051
Central American States: San Salvador							1	390			1	390	1	390
Chili	9	7,154			9	7,154	5	3,460			5	3,460	14	10,614
China	5	7,330			5	7,330	10	13,540			10	13,540	15	20,870
Denmark							54	75,949			54	75,949	54	75,949
Danish West Indies	14	4,168			14	4,168	9	2,555			9	2,555	23	6,723
Equador							4	1,525			4	1,525	4	1,525
France on the Atlantic	7	7,544			7	7,544	198	387,520			198	387,520	205	395,064
France on the Mediterranean	3	2,685			3	2,685	72	87,293			72	87,293	75	89,978
French West Indies	59	12,345			59	12,345	16	3,091			16	3,091	75	15,436
French Guiana	11	1,651			11	1,651	3	563			3	563	14	2,214
Miquelon, Langley, and St. Pierre Islands							8	1,001			8	1,001	8	1,001
French East Indies	3	3,504			3	3,504	4	3,607			4	3,607	7	7,111
French Poss. in Africa and adjacent isl'ds							11	4,893			11	4,893	11	4,893
Germany	1	1,270			1	1,270	438	752,784			438	752,784	439	754,054
England	11	12,323			11	12,323	795	1,652,558			795	1,652,558	806	1,664,881
Scotland							144	291,674			144	291,674	144	291,674
Ireland	1	461			1	461	49	40,151			49	40,151	50	40,612
Gibraltar							9	5,083			9	5,083	9	5,083
Nova Scotia. N. Brunswick, and P. E. Isl'd	8	1,923	15	1,245	23	3,168	321	51,773	245	86,246	566	138,019	589	141,187
Quebec, Ontario, Manitoba, and N. W. Ter							2	2,049	3	3,867	5	5,916	5	5,916
Newfoundland and Labrador							52	22,470			52	22,470	52	22,470
British West Indies	163	43,542	9	994	172	44,536	200	118,664	20	10,232	220	128,896	392	173,432
British Guiana	31	8,975			31	8,975	30	10,739			30	10,739	61	19,714
British Honduras	3	492			3	492	10	7,278	1	166	11	7,444	14	7,936
British East Indies	26	35,461			26	35,461	42	57,504			42	57,504	68	92,965
Hong-Kong	5	6,378			5	6,378	2	2,119			2	2,119	7	8,497
British Poss. in Africa and adjacent isl'ds	10	3,758			10	3,758	29	8,943			29	8,943	39	12,701
British Possessions in Australasia	24	23,332			24	23,332	37	30,812			37	30,812	61	54,144
British Possessions, all other							3	2,097			3	2,097	3	2,097
Hawaiian Islands	2	1,709			2	1,709							2	1,709
Hayti	50	22,850			50	22,850	51	36,160			51	36,160	101	59,010

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
New York, N. Y.—Continued.														
Italy (continental)	1	940			1	940	77	94,409			77	94,409	78	95,349
Sicily and Sardinia (Italy, insular)							4	3,962			4	3,962	4	3,962
Japan	10	15,157			10	15,157	9	13,996			9	13,996	19	29,153
Liberia	4	1,572			4	1,572							4	1,572
Mexico on the Gulf	46	50,053	6	1,701	52	51,754	32	27,491	3	1,907	35	29,398	87	81,152
Mexico on the Pacific							1	271			1	271	1	271
Netherlands	8	9,370			8	9,370	149	223,208			149	223,208	157	232,578
Dutch West Indies	6	5,611			6	5,611	12	3,968			12	3,968	18	9,579
Dutch Guiana							1	237			1	237	1	237
Dutch East Indies	9	10,423			9	10,423	55	47,925			55	47,925	64	58,348
Peru	3	2,434			3	2,434	2	1,307			2	1,307	5	3,741
Portugal	1	447			1	447	105	65,833			105	65,833	106	66,280
Azore, Madeira, and Cape Verde Islands							4	2,352			4	2,352	4	2,352
Russia on the Black Sea							1	417			1	417	1	417
San Domingo	17	8,390			17	8,390	14	3,420			14	3,420	31	11,810
Spain on the Atlantic	6	3,132			6	3,132	53	39,451	1	494	54	39,945	60	43,077
Spain on the Mediterranean	1	595			1	595	52	46,411			52	46,411	53	47,006
Cuba	259	222,568	31	14,421	290	236,989	35	36,188	90	39,504	125	75,692	415	312,681
Porto Rico	61	22,376			61	22,376	20	8,393			20	8,393	81	30,769
Canary Islands	2	590			2	590	11	2,783			11	2,783	13	3,373
Philippine Islands							3	1,824			3	1,824	3	1,824
Sweden and Norway							46	23,960			46	23,960	46	23,960
Turkey in Europe							9	6,109			9	6,109	9	6,109
Turkey in Asia							7	3,887			7	3,887	7	3,887
Turkey in Africa							11	6,974			11	6,974	11	6,974
U. S. of Colombia on the Caribbean Sea	84	96,178			84	96,178	46	36,340	1	1,513	47	37,853	131	134,031
United States of Colombia on the Pacific			3	2,460	3	2,460							3	2,460
Uruguay	3	2,502			3	2,502	38	16,101			38	16,101	41	18,603
Venezuela	31	36,366			31	36,366	11	6,381			11	6,381	42	42,747
All other countries and ports in Asia, n. e. s.							2	1,503			2	1,503	2	1,503
All other countries and ports in Africa, n.e.s.	1	852			1	852							1	852
Total	1,075	755,479	64	20,821	1,139	776,300	3,767	4,879,164	365	144,127	4,132	5,003,391	5,271	5,779,691

Norfolk and Portsmouth, Va.:														
Belgium							2	1,057			2	1,057	2	1,057
Danish West Indies	2	1,006			2	1,006							2	1,006
France on the Atlantic							18	21,962			18	21,962	18	21,962
French West Indies							1	180			1	180	1	180
Germany							16	19,981			16	19,981	16	19,981
England							95	126,455			95	126,455	95	126,455
Scotland							1	1,313			1	1,313	1	1,313
Ireland							3	3,446	1	309	4	3,755	4	3,755
British West Indies	5	1,690	1	64	6	1,754	6	1,710	2	516	8	2,226	14	3,980
British Guiana	7	2,501			7	2,501	4	1,502			4	1,502	11	4,003
Italy (continental)	1	746			1	746	2	2,286			2	2,286	3	3,032
Sicily and Sardinia (Italy, insular)							3	1,402			3	1,402	3	1,402
Mexico on the Gulf							1	897			1	897	1	897
Netherlands							1	860			1	860	1	860
Azore, Madeira, and Cape Verde Islands							1	270			1	270	1	270
Russia on the Baltic and White Seas							1	740			1	740	1	740
San Domingo			3	198	3	198							3	198
Spain on the Atlantic							1	341			1	341	1	341
Spain on the Mediterranean							1	751			1	751	1	751
Cuba	17	8,552			17	8,552	6	2,874			6	2,874	23	11,426
Porto Rico							1	1,014			1	1,014	1	1,014
U. S. of Colombia on the Caribbean Sea	2	818			2	818	3	2,007			3	2,007	5	2,825
Total	34	15,313	4	262	38	15,575	167	191,048	3	825	170	191,873	208	207,448
Oregon, Oregon:														
Argentine Republic	1	1,135			1	1,135							1	1,135
Belgium	1	1,396			1	1,396	4	5,090			4	5,090	5	6,486
Brazil							1	1,220			1	1,220	1	1,220
Chili							1	1,460			1	1,460	1	1,460
China							2	1,482			2	1,482	2	1,482
France on the Atlantic	1	842			1	842	2	2,470			2	2,470	3	3,312
England	2	2,587			2	2,587	12	13,886			12	13,886	14	16,473
Ireland	2	3,030			2	3,030	31	39,679			31	39,679	33	42,709
Nova Scotia, N. Brunswick, and P. E. Isl'd.	1	320			1	320							1	320
British Columbia	1	800			1	800							1	800
Mexico on the Pacific							1	875			1	875	1	875
Uruguay	1	1,259			1	1,259							1	1,259
Total	10	11,369			10	11,369	54	66,162			54	66,162	64	77,531
Pamlico, N. C.:														
French West Indies	2	209			2	209							2	209
British West Indies	3	289			3	289							3	289
Total	5	498			5	498							5	498
Passamaquoddy, Me.:														
Argentine Republic	2	1,450			2	1,450	5	2,401			5	2,401	7	3,851
Nova Scotia, N. Brunswick, and P. E. Isl'd.	143	157,124	253	13,042	396	170,166	6	135	515	51,047	521	51,182	917	221,348

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Passamaquoddy, Me.—Continued.														
Cuba	1	389			1	389							1	389
Uruguay							1	655			1	655	1	655
Total	146	158,963	253	13,042	399	172,005	12	3,191	515	51,047	527	54,238	926	226,243
Pearl River, Miss.:														
Argentine Republic							7	4,361			7	4,361	7	4,361
Belgium							1	508			1	508	1	508
Brazil							1	440			1	440	1	440
Ecuador							1	1,046			1	1,046	1	1,046
France on the Atlantic							10	5,951			10	5,951	10	5,951
French Possessions in Africa and adj't isl'ds							4	1,246			4	1,246	4	1,246
Germany							3	1,758			3	1,758	3	1,758
England							9	8,755			9	8,755	9	8,755
Scotland							2	1,437			2	1,437	2	1,437
Ireland							1	1,060			1	1,060	1	1,060
British Honduras							1	99			1	99	1	99
Mexico on the Gulf	22	3,217			22	3,217	2	523			2	523	24	3,740
Netherlands							5	3,993			5	3,993	5	3,993
Spain on the Atlantic							1	668			1	668	1	668
Cuba	26	5,774			26	5,774	1	282			1	282	27	6,056
Porto Rico	1	278			1	278							1	278
U. S. of Colombia on the Caribbean Sea	23	10,403			23	10,403	3	1,068			3	1,068	26	11,471
Uruguay							2	1,279			2	1,279	2	1,279
Total	72	19,672			72	19,672	54	34,474			54	34,474	126	54,146
Pensacola, Fla.:														
Argentine Republic	1	553			1	553	41	25,425			41	25,425	42	25,978
Austria							1	648			1	648	1	648
Belgium							9	6,557			9	6,557	9	6,557
Brazil							9	6,018			9	6,018	9	6,018
Central American States: Honduras on the Caribbean Sea							2	102			2	102	2	102

France on the Atlantic							14	8,829			14	8,829	14	8,829
France on the Mediterranean							3	1,736			3	1,736	3	1,736
French Possessions in Africa and adj't isl'ds							1	736			1	736	1	736
Germany							5	3,931			5	3,931	5	3,931
England	1	1,010			1	1,010	112	97,093			112	97,093	113	98,103
Scotland	1	1,040			1	1,040	16	14,468			16	14,468	17	15[illegible],508
Ireland							7	6,940			7	6,940	7	6,940
Gibraltar							2	1,162			2	1,162	2	1,162
British Honduras							2	102			2	102	2	102
British Possessions in Africa and adj't isl'ds							2	921			2	921	2	921
Italy (continental)							36	23,176			36	23,176	36	23,176
Sicily and Sardinia (Italy, insular)							3	2,142			3	2,142	3	2,142
Mexico on the Gulf							1	314			1	314	1	314
Netherlands							16	11,163			16	11,163	16	11,163
Portugal							4	2,642			4	2,642	4	2,642
Portuguese Poss. in Africa and adj't isl'ds							2	717			2	717	2	717
Spain on the Atlantic							2	1,203			2	1,203	2	1,203
Spain on the Mediterranean	27	11,972	2	991	29	12,963	4	2,257			4	2,257	33	15,220
Cuba							3	1,254			3	1,254	3	1,254
Turkey in Africa							1	477			1	477	1	477
U. S. of Colombia on the Caribbean Sea	15	6,601	1	37	16	6,638							16	6,638
Venezuela							29	20,719			29	20,719	29	20,719
Total	45	21,176	3	1,028	48	22,204	327	240,732			327	240,732	375	262,936
Perth Amboy, N. J.:														
Belgium	1	1,106			1	1,106	6	7,739			6	7,739	7	8,845
Danish West Indies	1	306			1	306							1	306
Miquelon, Langley, and St. Pierre Islands							1	215			1	215	1	215
Germany							10	9,163			10	9,163	10	9,163
England							14	17,796			14	17,796	14	17,796
Nova Scotia, N Brunswick, and P. E. Isl'd			1	136	1	136	5	1,245			5	1,245	6	1,381
Newfoundland and Labrador							3	888			3	888	3	888
British West Indies			2	100	2	100	2	883			2	883	4	983
Mexico on the Gulf	3	589			3	589			1	642	1	642	4	1,231
Netherlands							2	2,555			2	2,555	2	2,555
Cuba	4	1,617			4	1,617	4	2,848			4	2,848	8	4,465
Sweden and Norway							7	3,692			7	3,692	7	3,692
U. S. of Colombia on the Caribbean Sea							1	390			1	390	1	390
Venezuela	2	549			2	549	1	371			1	371	3	920
Total	11	4,167	3	236	14	4,403	56	47,785	1	642	57	48,427	71	52,830
Philadelphia, Pa.:														
Argentine Republic							2	1,654			2	1,654	2	1,654
Austria	1	1,518			1	1,518	14	17,504			14	17,504	15	19,022
Belgium	4	7,395			4	7,395	42	63,642			42	63,642	46	71,037
Brazil	3	749			3	749	1	301			1	301	4	1,050
Central American States: Nicaragua on the Caribbean Sea							12	4,964	5	2,037	17	7,001	17	7,001
Denmark							8	6,162			8	6,162	8	6,162
Danish West Indies	11	5,576			11	5,576	3	1,033			3	1,033	14	6,609

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Philadelphia, Pa.—Continued.														
Greenland, Iceland, and the Faroe Islands			2	734	2	734			7	2,354	7	2,354	9	3,088
France on the Atlantic	3	2,762			3	2,762	124	131,022			124	131,022	127	133,784
France on the Mediterranean							12	9,593			12	9,593	12	9,593
French West Indies	2	960			2	960	4	3,951			4	3,951	6	4,911
Germany							109	110,169			109	110,169	109	110,169
England	12	22,374			12	22,374	113	181,153			113	181,153	125	203,527
Scotland							16	26,140			16	26,140	16	26,140
Ireland	1	443			1	443	27	27,308			27	27,308	28	27,751
Gibraltar							2	1,103			2	1,103	2	1,103
Nova Scotia, N. Brunswick, and P. E. Isl'd							23	5,769	17	12,373	40	18,142	40	18,142
Quebec, Ontario, Manitoba, and N.W. Ter.							1	899			1	899	1	899
Newfoundland and Labrador	1	441			1	441							1	441
British West Indies	17	5,991	5	1,801	22	7,792	12	4,805	10	4,364	22	9,169	44	16,961
British Guiana	2	554			2	554	1	358			1	358	3	912
British Honduras									1	518	1	518	1	518
British East Indies	6	8,452			6	8,452	5	5,622			5	5,622	11	14,074
British Possessions, all other							1	439			1	439	1	439
Greece							4	4,099			4	4,099	4	4,099
Italy (continental)	1	465			1	465	69	48,450			69	48,450	70	48,915
Sicily and Sardinia (Italy, insular)	1	562			1	562	17	10,855			17	10,855	18	11,417
Japan	9	14,482			9	14,482	13	18,214			13	18,214	22	32,696
Mexico on the Gulf	1	405			1	405							1	405
Netherlands							12	13,537			12	13,537	12	13,537
Dutch West Indies							1	799			1	799	1	799
Dutch East Indies	2	1,460			2	1,460	11	8,855			11	8,855	13	10,315
Portugal	5	3,803			5	3,803	26	16,103			26	16,103	31	19,906
Azore, Madeira, and Cape Verde Islands							5	2,872	3	2,843	8	5,715	8	5,715
Spain on the Atlantic	3	1,980			3	1,980	17	9,429			17	9,429	20	11,409
Spain on the Mediterranean							7	4,418			7	4,418	7	4,418
Cuba	140	64,218	4	1,563	144	65,781	41	45,323	10	12,310	51	57,633	195	123,414
Porto Rico	1	507			1	507			1	820	1	820	2	1,327
Sweden and Norway							10	5,521			10	5,521	10	5,521
Turkey in Europe							3	1,870			3	1,870	3	1,870

U. S. of Colombia on the Caribbean Sea	2	323			2	323	1	411			1	411	3	734
Venezuela							1	356			1	356	1	356
Total	228	145,420	11	4,098	239	149,518	770	794,703	54	37,619	824	832,322	1,063	981,840
Plymouth, Mass.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd			1	449	1	449							1	449
Portland and Falmouth, Me.:														
Argentine Republic	27	15,599			27	15,599	32	25,491			32	25,491	59	41,090
Belgium							1	716			1	716	1	716
Brazil	1	558			1	558							1	558
French West Indies	14	5,219			14	5,219	3	908			3	908	17	6,127
Germany									2	1,622	2	1,622	2	1,622
England							38	85,578	1	1,130	39	86,708	39	86,708
Scotland							5	1,894	1	1,056	6	2,950	6	2,950
Nova Scotia, N. Brunswick and P. E. Isl'd			29	7,718	29	7,718	32	1,797	131	17,151	163	18,948	192	26,666
British West Indies	4	884			4	884	1	222			1	222	5	1,106
Liberia	2	566			2	566							2	566
Azore, Madeira, and Cape Verde Islands	2	379			2	379							2	379
Cuba	29	13,503	5	2,151	34	15,654							34	15,654
Porto Rico	10	3,338			10	3,338	3	583			3	583	13	3,921
Uruguay	2	1,070			2	1,070	4	3,116			4	3,116	6	4,186
Total	91	41,116	34	9,869	125	50,985	119	120,305	135	20,959	254	141,264	379	192,249
Portsmouth, N. H.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd			16	4,167	16	4,167			47	6,935	47	6,935	63	11,102
Providence, R. I.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd			6	1,471	6	1,471	2	185	52	5,671	54	5,856	60	7,327
British West Indies			1	170	1	170							1	170
Cuba	2	988			2	988							2	988
Total	2	988	7	1,641	9	2,629	2	185	52	5,671	54	5,856	63	8,485
Puget Sound, Wash.:														
Argentine Republic	1	1,050			1	1,050	2	1,645			2	1,645	3	2,695
Brazil							1	1,109			1	1,109	1	1,109
Chili	2	2,160			2	2,160	28	23,881			28	23,881	30	26,041
China	2	2,306			2	2,306	6	3,577			6	3,577	8	5,883
French Possessions, all other	1	328			1	328	1	413			1	413	2	741
England							1	794			1	794	1	794
British Columbia	488	155,275	191	128,172	679	283,447	9	876	33	4,036	42	4,912	721	288,359
Hong-Kong	1	812			1	812							1	812
British Possessions in Australasia	9	7,670			9	7,670	57	47,724			57	47,724	66	55,394
British Possessions, all other	2	1,632			2	1,632							2	1,632
Hawaiian Islands	24	14,353	1	469	25	14,822	1	972			1	972	26	15,794
Mexico on the Pacific	8	3,218			8	3,218							8	3,218
Peru							6	5,158			6	5,158	6	5,158

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **YEAR** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Puget Sound, Wash.—Continued.														
Uruguay	.....	.....	.....	.....	.....	.....	2	1,917	.....	.....	2	1,917	2	1,917
North Pacific whale fisheries	.....	.....	4	161	4	161	.....	.....	.....	.....	.....	.....	4	161
Total	538	188,804	196	128,802	734	317,606	114	88,066	33	4,036	147	92,102	881	409,708
Richmond, Va.:														
Belgium	4	1,560	.....	.....	4	1,560	2	1,996	.....	.....	2	1,996	6	3,556
Brazil	.....	.....	.....	.....	.....	.....	49	13,494	.....	.....	49	13,494	49	13,494
France on the Atlantic	.....	.....	.....	.....	.....	.....	1	667	.....	.....	1	667	1	667
Germany	.....	.....	.....	.....	.....	.....	1	934	.....	.....	1	934	1	934
England	1	1,039	.....	.....	1	1,039	2	2,860	.....	.....	2	2,860	3	3,899
British West Indies	.....	.....	.....	.....	.....	.....	1	78	.....	.....	1	78	1	78
Mexico on the Gulf	1	176	.....	.....	1	176	.....	.....	.....	.....	.....	.....	1	176
Cuba	4	1,609	.....	.....	4	1,609	.....	.....	.....	.....	.....	.....	4	1,609
U. S. of Colombia on the Caribbean Sea	1	153	.....	.....	1	153	.....	.....	.....	.....	.....	.....	1	153
Total	11	4,537	.....	.....	11	4,537	56	20,029	.....	.....	56	20,029	67	24,566
Saco, Me.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd	.....	.....	1	135	1	135	.....	.....	1	88	1	88	2	223
Saint Augustine, Fla.:														
British West Indies	2	70	2	29	4	99	.....	.....	.....	.....	.....	.....	4	99
Saint John's, Fla.:														
Central American States: Costa Rica on the Caribbean Sea	1	172	.....	.....	1	172	.....	.....	.....	.....	.....	.....	1	172
Danish West Indies	1	165	.....	.....	1	165	.....	.....	.....	.....	.....	.....	1	165
French West Indies	2	496	.....	.....	2	496	.....	.....	.....	.....	.....	.....	2	496
Nova Scotia, N. Brunswick, and P. E. Isl'd	.....	.....	.....	.....	.....	.....	2	105	.....	.....	2	105	2	105
British West Indies	17	6,231	.....	.....	17	6,231	12	957	.....	.....	12	957	29	7,188
British Guiana	.....	.....	.....	.....	.....	.....	1	143	.....	.....	1	143	1	143
Dutch West Indies	.....	.....	1	477	1	477	.....	.....	.....	.....	.....	.....	1	477
San Domingo	1	208	.....	.....	1	208	.....	.....	.....	.....	.....	.....	1	208
Total	22	7,272	1	477	23	7,749	15	1,205	.....	.....	15	1,205	38	8,954

Saint Mark's, Fla.:														
Brazil							2	1,050			2	1,050	2	1,050
Porto Rico	1	306			1	306							1	306
Total	1	306			1	306	2	1,050			2	1,050	3	1,356
Saint Mary's, Ga.:														
Brazil	2	647			2	647							2	647
Central American States: Costa Rica on the Caribbean Sea	1	309			1	309							1	309
Total	3	956			3	956							3	956
Salem and Beverly, Mass.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd			32	6,597	32	6,597	2	204	54	7,694	56	7,898	88	14,495
Newfoundland and Labrador									1	75	1	75	1	75
Total			32	6,597	32	6,597	2	204	55	7,769	57	7,973	89	14,570
San Diego, Cal.:														
British Columbia	1	1,255	1	1,399	2	2,654			2	2,103	2	2,103	4	4,757
Hawaiian Islands			1	1,129	1	1,129							1	1,129
Mexico on the Pacific	86	6,290	15	309	101	6,599	1	80	1	1,190	2	1,270	103	7,869
Total	87	7,545	17	2,837	104	10,382	1	80	3	3,293	4	3,373	108	13,755
San Francisco, Cal.:														
Belgium	1	1,863			1	1,863	1	2,095			1	2,095	2	3,958
Central American States: Guatemala on the Pacific	3	633			3	633							3	633
Chili							3	3,076	5	8,576	8	11,652	8	11,652
Ecuador	3	439			3	439							3	439
France on the Atlantic	9	16,737			9	16,737	25	37,868			25	37,868	34	54,605
French Possessions, all other	17	4,352			17	4,352	7	3,185			7	3,185	24	7,537
Germany							1	880			1	880	1	880
England	25	48,802			25	48,802	40	63,332			40	63,332	65	112,134
Scotland							3	3,671			3	3,671	3	3,671
Ireland	15	23,941			15	23,941	145	201,194			145	201,194	160	225,135
Gibraltar							1	1,270			1	1,270	1	1,270
British Columbia	78	86,343	46	70,662	124	157,005	8	8,244	40	44,058	48	52,302	172	209,307
Hong-Kong	23	51,172	1	1,668	24	52,840	13	34,250			13	34,250	37	87,090
British Poss. in Africa and adjacent isl'ds							2	1,659			2	1,659	2	1,659
British Possessions in Australasia	8	13,344			8	13,344	13	15,449			13	15,449	21	28,793
Hawaiian Islands	118	46,148			118	46,148	25	27,739	1	659	26	28,398	144	74,546
Mexico, on the Pacific	26	11,624			26	11,624	7	1,524	1	869	8	2,393	34	14,017
Peru			1	1,436	1	1,436	2	1,789	1	1,526	3	3,315	4	4,751
Russia, Asiatic	2	1,175			2	1,175	3	800			3	800	5	1,975
United States of Colombia on the Pacific	43	71,174	1	47	44	71,221			2	38	2	38	46	71,259
All other islands and ports, not elsewhere specified	9	2,156			9	2,156	1	78			1	78	10	2,234
Total	380	379,903	49	73,813	429	453,716	300	408,103	50	55,726	350	463,829	779	917,545

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Savannah, Ga.:														
Argentine Republic							5	2,894			5	2,894	5	2,894
Austria							5	2,986			5	2,986	5	2,986
Belgium							14	8,615			14	8,615	14	8,615
Brazil							1	385			1	385	1	385
France, on the Atlantic							9	5,652			9	5,652	9	5,652
France, on the Mediterranean							2	1,069			2	1,069	2	1,069
Germany							38	32,160			38	32,160	38	32,160
England							87	77,008			87	77,008	87	77,008
Scotland							6	2,562			6	2,562	6	2,562
Ireland							8	3,866			8	3,866	8	3,866
Nova Scotia, N. Brunswick, and P. E. Isl'd	1	265			1	265							1	265
British West Indies			1	56	1	56	2	168			2	168	3	224
Italy (continental)							7	4,145			7	4,145	7	4,145
Mexico, on the Gulf									1	897	1	897	1	897
Netherlands							22	14,663			22	14,663	22	14,663
Portugal							7	2,728			7	2,728	7	2,728
Russia, on the Baltic and White Seas							28	18,619			28	18,619	28	18,619
Russia, on the Black Sea							1	358			1	358	1	358
Spain, on the Atlantic							5	3,513			5	3,513	5	3,513
Spain, on the Mediterranean							17	14,789			17	14,789	17	14,789
Porto Rico							1	123			1	123	1	123
Sweden and Norway							1	505			1	505	1	505
Uruguay							1	467			1	467	1	467
Total	1	265	1	56	2	321	267	197,275	1	897	268	198,172	270	198,493
Stonington, Conn.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd							1	124	6	659	7	783	7	783
Waldoborough, Me.:														
French West Indies	4	1,433			4	1,433							4	1,433
Nova Scotia, N. Brunswick, and P. E. Isl'd			37	5,981	37	5,981			560	41,467	560	41,467	597	47,448
Total	4	1,433	37	5,981	41	7,414			560	41,467	560	41,467	601	48,881

Willamette, Oregon:														
Belgium							1	1,699			1	1,699	1	1,699
Chili									1	676	1	676	1	676
China							1	679			1	679	1	679
England							8	9,438			8	9,438	8	9,438
Scotland							1	1,352			1	1,352	1	1,352
Ireland	4	5,715			4	5,715	93	99,697			93	99,697	97	105,412
Nova Scotia, N. Brunswick, and P. E. Isl'd									1	964	1	964	1	964
British Columbia	17	15,773	2	1,144	19	16,917	1	203	1	851	2	1,054	21	17,971
Hong-Kong	2	1,779			2	1,779	1	1,143			1	1,143	3	2,922
Mexico, on the Pacific									1	875	1	875	1	875
Total	23	23,267	2	1,144	25	24,411	106	114,211	4	3,366	110	117,577	135	141,988
Wilmington, Cal.:														
Chili									2	5,077	2	5,077	2	5,077
England							2	3,191			2	3,191	2	3,191
Ireland							2	1,864			2	1,864	2	1,864
British Columbia			6	8,821	6	8,821			10	11,989	10	11,989	16	20,810
British Possessions in Australasia							2	1,927			2	1,927	2	1,927
Mexico on the Pacific			1	1,479	1	1,479							1	1,479
Total			7	10,300	7	10,300	6	6,982	12	17,066	18	24,048	25	34,348
Wilmington, N. C.:														
Argentine Republic							10	4,341			10	4,341	10	4,341
Belgium							7	2,911			7	2,911	7	2,911
Brazil	1	352			1	352							1	352
France, on the Atlantic							4	2,189			4	2,189	4	2,189
French West Indies	3	730			3	730							3	730
Germany							30	12,535			30	12,535	30	12,535
England							77	42,456			77	42,456	77	42,456
Scotland							11	4,298			11	4,298	11	4,298
Ireland							1	518			1	518	1	518
British West Indies	3	848			3	848	6	870			6	870	9	1,718
British Guiana	1	191			1	191							1	191
Hayti	17	3,854			17	3,854	1	154			1	154	18	4,008
Netherlands							3	1,664			3	1,664	3	1,664
Dutch West Indies	1	237			1	237	1	156			1	156	2	393
Russia on the Baltic and White Seas							9	3,192			9	3,192	9	3,192
San Domingo	6	2,179			6	2,179							6	2,179
Porto Rico	7	1,899			7	1,899	1	138			1	138	8	2,037
Spanish Pos. in Africa and adjacent islands	1	269			1	269							1	269
U. S. of Colombia on the Caribbean Sea	2	375			2	375							2	375
Venezuela	1	213			1	213							1	213
Total	43	11,147			43	11,147	161	75,422			161	75,422	204	86,569

No. 53.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
SEA PORTS—continued.														
Wiscasset, Me.:														
Nova Scotia, N. Brunswick, and P. E. Isl'd.			2	360	2	360	1	109	1	79	2	188	4	548
Quebec, Ontario, Manitoba, and N. W. Ter.			1	130	1	130							1	130
British West Indies	2	656			2	656							2	656
Hayti							2	408			2	408	2	408
Total	2	656	3	490	5	1,146	3	517	1	79	4	596	9	1,742
Yorktown, Va.:														
Belgium							9	10,872			9	10,872	9	10,872
Brazil	15	29,867			15	29,867	2	1,525			2	1,525	17	31,392
Central American States: Nicaragua on the Caribbean Sea							2	752			2	752	2	752
Denmark							3	3,947			3	3,947	3	3,947
Danish West Indies	6	3,657			6	3,657	31	41,663			31	41,663	37	45,320
Germany							31	35,784			31	35,784	31	35,784
England							96	137,241			96	137,241	96	137,241
Scotland							5	6,046			5	6,046	5	6,046
Ireland							8	7,964			8	7,964	8	7,964
Nova Scotia, N. Brunswick, and P. E. Isl'd.							1	1,571			1	1,571	1	1,571
Quebec, Ontario, Manitoba, and N. W. Ter.							1	1,053			1	1,053	1	1,053
British West Indies	3	916			3	916			2	1,548	2	1,548	5	2,464
Hayti							1	342			1	342	1	342
Italy (continental)							4	4,503			4	4,503	4	4,503
Mexico on the Gulf							12	11,308	3	2,688	15	13,996	15	13,996
Netherlands							2	2,427			2	2,427	2	2,427
Dutch West Indies	2	772			2	772							2	772
Portugal							3	1,020			3	1,020	3	1,020
Russia on the Baltic and White Seas							1	1,070			1	1,070	1	1,070
Spain on the Atlantic	2	1,128			2	1,128	3	1,516			3	1,516	5	2,644
Spain on the Mediterranean							1	306			1	306	1	306
Cuba							2	1,435	2	2,080	4	3,515	4	3,515
Porto Rico									1	1,034	1	1,034	1	1,034

Sweden and Norway	.....	.....	.....	.....	.....	.....	1	994	.....	.....	1	994	1	994
U. S. of Colombia on the Caribbean Sea	4	2,526	.....	.....	4	2,526	16	11,263	.....	.....	16	11,263	20	13,789
Total	32	38,866	.....	.....	32	38,866	235	284,602	8	7,350	243	291,952	275	330,818
TOTAL SEA PORTS	3,785	2,258,837	1,587	511,681	5,372	2,770,518	9,713	10,159,694	3,048	580,323	12,761	10,740,017	18,133	13,510,535
LAKE PORTS.														
Cleared for the provinces of Quebec, Ontario, Manitoba, and Northwest Territory from—														
Buffalo Creek, N. Y.	29	6,635	211	22,871	240	29,506	65	13,780	601	73,441	666	87,221	906	116,727
Cape Vincent, N. Y.	196	9,942	106	4,231	302	14,173	532	157,779	389	16,550	921	174,329	1,223	188,502
Champlain, N. Y.	702	69,163	78	7,274	780	76,437	39	3,987	22	2,557	61	6,544	841	82,981
Chicago, Ill.	378	119,701	9	2,208	387	121,909	70	27,910	50	18,386	120	46,296	507	168,205
Cuyahoga, Ohio	76	15,384	25	2,314	101	17,698	236	64,188	89	22,491	325	86,679	426	104,377
Detroit, Mich	316	32,584	689	35,568	1,005	68,152	191	27,903	1,712	111,537	1,903	139,440	2,908	207,592
Duluth, Minn	73	37,265	13	1,462	86	38,727	163	99,509	2	951	165	100,460	251	139,187
Erie, Pa	3	3,800	8	419	11	4,219	6	4,470	13	2,259	19	6,729	30	10,948
Genesee, N. Y.	26	5,446	8	404	34	5,850	452	118,034	87	13,037	539	131,071	573	136,921
Huron, Mich	16	5,999	96	26,889	112	32,888	58	6,926	257	15,900	315	22,826	427	55,714
Miami, Ohio	53	6,454	9	413	62	6,867	154	39,522	24	6,405	178	45,927	240	52,794
Michigan, Mich.	3	211	18	504	21	715	38	14,856	3	317	41	15,173	62	15,888
Milwaukee, Wis.	.....	.....	1	285	1	285	.....	.....	.....	.....	.....	.....	1	285
Niagara, N. Y.	.....	.....	9	3,280	9	3,280	166	73,869	52	11,165	218	85,034	227	88,314
Oswegatchie, N. Y.	112	5,003	89	6,951	201	11,954	144	23,548	227	64,503	371	88,051	572	100,005
Oswego, N. Y.	72	10,819	49	3,111	121	13,930	932	193,503	605	103,341	1,537	296,844	1,658	310,774
Sandusky, Ohio	72	10,551	333	13,727	405	24,278	84	17,953	53	4,525	137	22,478	542	46,756
Superior, Mich.	18	2,133	108	4,361	126	6,494	127	85,604	358	229,855	485	315,459	611	321,953
Vermont, Vt	5	948	82	10,218	87	11,166	210	45,607	347	38,000	557	83,607	644	94,773
TOTAL LAKE PORTS	2,150	342,038	1,941	146,490	4,091	488,528	3,667	1,018,948	4,891	735,220	8,558	1,754,168	12,649	2,242,696
AGGREGATE	5,935	2,600,875	3,528	658,171	9,463	3,259,046	13,380	11,178,642	7,939	1,315,543	21,319	12,494,185	30,782	15,753,231

No. 54.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, and whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Alaska, Alaska:														
British Columbia	22	20,838	7	2,641	29	23,479							29	23,479
Baltimore, Md.:														
Argentine Republic									2	3,857	2	3,857	2	3,857
Belgium							1	1,059			1	1,059	1	1,059
Brazil							1	1,081			1	1,081	1	1,081
Chili							1	421			1	421	1	421
Nicaragua on the Caribbean Sea							5	785			5	785	5	785
French West Indies							1	1,504			1	1,504	1	1,504
French Poss. in Africa and adjacent isl'ds							57	71,326			57	71,326	57	71,326
Germany							35	62,965			35	62,965	35	62,965
England							99	187,826	6	8,383	105	196,209	105	196,209
Scotland							9	16,012			9	16,012	9	16,012
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd							1	1,271	5	4,390	6	5,661	6	5,661
Newfoundland and Labrador							1	931			1	931	1	931
British West Indies	3	1,254			3	1,254	34	6,914	1	1,150	35	8,064	38	9,318
Greece							8	10,391			8	10,391	8	10,391
Italy (continental)							18	25,611	2	3,390	20	29,001	20	29,001
Sicily and Sardinia (Italy, insular)							2	2,479			2	2,479	2	2,479
Netherlands							12	16,534			12	16,534	12	16,534
Azore, Madeira, and Cape Verde Islands							1	1,340	5	5,463	6	6,803	6	6,803
Spain on the Atlantic							16	19,754			16	19,754	16	19,754
Spain on the Mediterranean							55	71,660			55	71,660	55	71,660
Cuba							15	19,495	4	6,608	19	26,103	19	26,103
U. S. of Colombia on the Caribbean Sea							3	3,646			3	3,646	3	3,646
Total	3	1,254			3	1,254	375	523,005	25	33,241	400	556,246	403	557,500
Beaufort, S. C.:														
Danish West Indies									1	911	1	911	1	911
Gibraltar									1	1,090	1	1,090	1	1,090
British West Indies									4	4,367	4	4,367	4	4,367
Azore, Madeira, and Cape Verde Islands									7	8,181	7	8,181	7	8,181

Cuba									2	2,670	2	2,670	2	2,670
Canary Islands									1	1,284	1	1,284	1	1,284
Total									16	18,503	16	18,503	16	18,503
Boston and Charlestown, Mass.:														
Belgium							32	63,321			32	63,321	32	63,321
Germany							15	22,210			15	22,210	15	22,210
England							212	527,457			212	527,457	212	527,457
Scotland							36	70,208			36	70,208	36	70,208
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd	97	82,739			97	82,739	89	33,051			89	33,051	186	115,790
British West Indies	10	4,760			10	4,760	11	7,180			11	7,180	21	11,940
British East Indies							1	1,204			1	1,204	1	1,204
Hayti	7	5,697			7	5,697	1	548			1	548	8	6,245
Sicily and Sardinia (Italy, insular)							23	27,536			23	27,536	23	27,536
Mexico on the Gulf							8	6,926			8	6,926	8	6,926
Azore, Madeira, and Cape Verde Islands							1	938			1	938	1	938
Russia on the Baltic and White Seas							1	1,041			1	1,041	1	1,041
Spain on the Mediterranean							2	1,364			2	1,364	2	1,364
Cuba	2	1,211			2	1,211	53	37,680			53	37,680	55	38,891
Porto Rico	2	1,726			2	1,726	5	4,071			5	4,071	7	5,797
Total	118	96,133			118	96,133	490	804,735			490	804,735	608	900,868
Brunswick, Ga.:														
England									2	2,267	2	2,267	2	2,267
British West Indies			1	600	1	600							1	600
Total			1	600	1	600			2	2,267	2	2,267	3	2,867
Charleston, S. C.:														
Germany							1	1,667	1	1,058	2	2,725	2	2,725
England							5	5,068	25	25,718	30	30,786	30	30,786
Scotland									2	1,683	2	1,683	2	1,683
Gibraltar									1	978	1	978	1	978
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd									3	3,121	3	3,121	3	3,121
British West Indies									2	2,487	2	2,487	2	2,487
Portugal									1	1,091	1	1,091	1	1,091
Azore, Madeira, and Cape Verde Islands									1	1,153	1	1,153	1	1,153
Spain on the Mediterranean									1	1,052	1	1,052	1	1,052
Cuba									3	2,653	3	2,653	3	2,653
Total							6	6,735	40	40,994	46	47,729	46	47,729
Delaware, Del.:														
British West Indies									1	1,140	1	1,140	1	1,140
Cuba									1	314	1	314	1	314
Total									2	1,454	2	1,454	2	1,454

No. 54.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Fernandina, Fla.:														
Danish West Indies									1	113	1	113	1	113
England							1	741			1	741	1	741
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd									1	550	1	550	1	550
Total							1	741	2	663	3	1,404	3	1,404
Galveston, Tex.:														
Argentine Republic									1	889	1	889	1	889
French West Indies									2	2,656	2	2,656	2	2,656
Germany							1	1,995			1	1,995	1	1,995
England							27	33,594	15	21,037	42	54,631	42	54,631
Nova Scotia, N. Brunswick, and Pr. Ed. Isl'd									1	899	1	899	1	899
British West Indies									2	2,587	2	2,587	2	2,587
Italy (continental)									1	1,424	1	1,424	1	1,424
Mexico on the Gulf	12	8,484			12	8,484			1	740	1	740	13	9,224
Portugal									1	1,236	1	1,236	1	1,236
Azore, Madeira, and Cape Verde Islands									1	1,354	1	1,354	1	1,354
U. S. of Colombia on the Caribbean Sea									2	1,565	2	1,565	2	1,565
Total	12	8,484			12	8,484	28	35,589	27	34,387	55	69,976	67	78,460
Key West, Fla.:														
Argentine Republic									1	993	1	993	1	993
England							2	1,978			2	1,978	2	1,978
British West Indies	20	3,929			20	3,929							20	3,929
Mexico, on the Gulf	189	117,018	6	1,679	195	118,697	2	1,888	1	993	3	2,881	198	121,578
Cuba									1	309	1	309	1	309
Total	209	120,947	6	1,679	215	122,626	4	3,866	3	2,295	7	6,161	222	128,787
Mobile, Ala.:														
Argentine Republic									1	1,922	1	1,922	1	1,922
England							3	2,857			3	2,857	3	2,857

British West Indies									2	1,893	2	1,893	2	1,893
Cuba									1	992	1	992	1	992
Total							3	2,857	4	4,807	7	7,664	7	7,664
New Bedford, Mass.:														
Spain, on the Atlantic							1	1,164			1	1,164	1	1,164
New Orleans, La.:														
Argentine Republic									1	1,613	1	1,613	1	1,613
Belgium							2	5,342	2	2,973	4	8,315	4	8,315
Brazil							11	12,465	2	2,069	13	14,534	13	14,534
Costa Rica on the Caribbean Sea							24	12,742	2	2,616	26	15,358	26	15,358
Honduras on the Caribbean Sea	69	31,449			69	31,449	39	18,931			39	18,931	108	50,380
Nicaragua on the Caribbean Sea	8	3,280			8	3,280	11	3,525			11	3,525	19	6,805
Danish West Indies									1	1,022	1	1,022	1	1,022
France on the Atlantic							8	21,620	2	4,136	10	25,756	10	25,756
France on the Mediterranean									2	3,047	2	3,047	2	3,047
French West Indies									5	6,061	5	6,061	5	6,061
Germany							2	2,598	1	1,754	3	4,352	3	4,352
England							155	217,913	48	71,229	203	289,142	203	289,142
Scotland							1	408	3	4,382	4	4,790	4	4,790
Gibraltar									2	2,725	2	2,725	2	2,725
Nova Scotia, N. Brunswick, and P. Ed. Isl'd							1	1,461			1	1,461	1	1,461
Quebec, Ontario, Manitoba, and NW. Ter.									1	1,464	1	1,464	1	1,464
British West Indies	2	720			2	720	1	1,356	12	14,202	13	15,558	15	16,278
British Honduras									1	908	1	908	1	908
Italy (continental)							1	1,552	2	4,053	3	5,605	3	5,605
Sicily and Sardinia (Italy, insular)							10	11,375			10	11,375	10	11,375
Mexico on the Gulf	4	2,838			4	2,838	2	953	1	145	3	1,098	7	3,936
Netherlands									1	1,202	1	1,202	1	1,202
Azore, Madeira, and Cape Verde Islands									19	23,022	19	23,022	19	23,022
San Domingo							2	1,608			2	1,608	2	1,608
Spain on the Atlantic							1	1,672			1	1,672	1	1,672
Spain on the Mediterranean							1	2,085	3	5,075	4	7,160	4	7,160
Cuba	6	4,572			6	4,572	10	14,132	10	13,407	20	27,539	26	32,111
Porto Rico							1	1,167	1	1,742	2	2,909	2	2,909
Canary Islands									5	6,374	5	6,374	5	6,374
U. S. of Colombia on the Caribbean Sea	5	3,050			5	3,050	12	9,251	7	6,158	19	15,409	24	18,459
Uruguay									1	1,995	1	1,995	1	1,995
Total	94	45,909			94	45,909	295	342,156	135	183,374	430	525,530	524	571,439
New York, N. Y.:														
Argentine Republic							2	2,173			2	2,173	2	2,173
Austria							19	29,022			19	29,022	19	29,022
Belgium	5	9,682			5	9,682	65	199,937			65	199,937	70	209,619
Brazil	15	30,037			15	30,037	104	110,429			104	110,429	119	140,466
Costa Rica on the Caribbean Sea							4	3,972			4	3,972	4	3,972
Honduras on the Caribbean Sea	1	620			1	620							1	620
Nicaragua on the Caribbean Sea							6	2,333			6	2,333	6	2,333
China							6	9,519			6	9,519	6	9,519

No. 54.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
New York, N. Y.—Continued.														
Denmark							25	48,909			25	48,909	25	48,909
Danish West Indies							1	999			1	999	1	999
France on the Atlantic							70	264,541			70	264,541	70	264,541
France on the Mediterranean							30	59,082			30	59,082	30	59,082
French West Indies							2	2,062			2	2,062	2	2,062
French Poss. in Africa and adjacent isl'ds.							1	2,280			1	2,280	1	2,280
Germany							241	555,667			241	555,667	241	555,667
England							540	1,342,845			540	1,342,845	540	1,342,845
Scotland							120	262,224			120	262,224	120	262,224
Gibraltar							1	978			1	978	1	978
Nova Scotia, N. Brunswick, and P. Ed. Isl'd.	1	241			1	241	22	16,846			22	16,846	23	17,087
Newfoundland and Labrador							5	3,767			5	3,767	5	3,767
British West Indies	17	16,684	1	58	18	16,742	157	125,881			157	125,881	175	142,623
British Guiana							17	16,596			17	16,596	17	16,596
British Honduras							10	5,844			10	5,844	10	5,844
British East Indies							12	17,318			12	17,318	12	17,318
Hong-Kong							2	2,843			2	2,843	2	2,843
British Possessions, all other							1	1,386			1	1,386	1	1,386
Greece							6	8,532			6	8,532	6	8,532
Hayti	7	7,502			7	7,502	23	21,144			23	21,144	30	28,646
Italy (continental)							39	52,782			39	52,782	39	52,782
Sicily and Sardinia (Italy, insular)							72	95,423			72	95,423	72	95,423
Japan							12	17,609			12	17,609	12	17,609
Mexico on the Gulf	28	42,691			28	42,691	30	30,345			30	30,345	58	73,036
Netherlands							53	110,591			53	110,591	53	110,591
Dutch West Indies	17	21,853			17	21,853							17	21,853
Portugal							1	938			1	938	1	938
San Domingo	10	11,180			10	11,180	8	2,744			8	2,744	18	13,924
Spain on the Atlantic							7	7,483			7	7,483	7	7,483
Spain on the Mediterranean							9	9,895			9	9,895	9	9,895
Cuba	84	139,326			84	139,326	208	180,279			208	180,279	292	319,605
Porto Rico	1	863			1	863	12	9,005			12	9,005	13	9,868
Sweden and Norway							19	27,498			19	27,498	19	27,498
Turkey in Asia							1	1,002			1	1,002	1	1,002
U. S. of Colombia on the Caribbean Sea	48	92,316			48	92,316	29	36,927			29	36,927	77	129,243

Uruguay							2	1,701			2	1,701	2	1,701
Venezuela	15	18,615			15	18,615	7	4,492			7	4,492	22	23,107
Total	249	391,610	1	58	250	391,668	2,001	3,705,843			2,001	3,705,843	2,251	4,097,511
Norfolk and Portsmouth, Va.:														
France on the Atlantic							1	2,020			1	2,020	1	2,020
England							3	5,059	15	21,745	18	26,804	18	26,804
British West Indies									2	2,340	2	2,340	2	2,340
Hayti	1	71			1	71							1	71
Portuguese Poss. in Africa and adj. isl'ds									1	1,433	1	1,433	1	1,433
San Domingo			1	71	1	71							1	71
Cuba							1	1,277	1	1,277	2	2,554	2	2,554
Total	1	71	1	71	2	142	5	8,356	19	26,795	24	35,151	26	35,293
Oregon, Oregon:														
British Columbia	2	1,780			2	1,780							2	1,780
Passamaquoddy, Me.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	136	155,067			136	155,067	21	3,573	202	33,004	223	36,577	359	191,644
Perth Amboy, N. J.:														
England							16	20,459			16	20,459	16	20,459
Spain on the Atlantic							4	4,358			4	4,358	4	4,358
Total							20	24,817			20	24,817	20	24,817
Philadelphia, Pa.:														
Austria									1	1,192	1	1,192	1	1,192
Belgium	2	3,876			2	3,876	13	27,264			13	27,264	15	31,140
Brazil							2	1,964			2	1,964	2	1,964
Nicaragua on the Caribbean Sea							18	7,513			18	7,513	18	7,513
French Poss. in Africa and adjacent isl'ds							50	59,302			50	59,302	50	59,302
Germany							1	1,091	3	4,298	4	5,389	4	5,389
England	9	17,424			9	17,424	116	207,782	1	1,091	117	208,873	126	226,297
Scotland							12	22,278			12	22,278	12	22,278
Ireland							1	1,105			1	1,105	1	1,105
Nova Scotia, N. Brunswick, and P. Ed. Isl'd			1	136	1	136			1	985	1	985	2	1,121
British West Indies	7	1,996	1	55	8	2,051	18	8,408			18	8,408	26	10,450
British Guiana							2	2,212			2	2,212	2	2,212
British East Indies							1	1,139			1	1,139	1	1,139
Greece							9	12,303			9	12,303	9	12,303
Hayti	1	592			1	592							1	592
Italy (continental)							34	47,171			34	47,171	34	47,171
Sicily and Sardinia (Italy, insular)							15	18,046			15	18,046	15	18,046
Mexico on the Gulf							1	337			1	337	1	337
Netherlands							1	1,209			1	1,209	1	1,209
Azore, Madeira, and Cape Verde Islands									2	2,789	2	2,789	2	2,789
Spain on the Atlantic							27	30,989			27	30,989	27	30,989
Spain on the Mediterranean							105	132,246			105	132,246	105	132,246

No. 54.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Philadelphia, Pa.—Continued.														
Cuba	3	1,284	1	34	4	1,318	68	80,610	.....	.....	68	80,610	72	81,928
Porto Rico	1	863	.....	.....	1	863	2	1,313	.....	.....	2	1,313	3	2,176
Sweden and Norway	.....	.....	.....	.....	.....	.....	2	2,338	.....	.....	2	2,338	2	2,338
Total	23	26,035	3	225	26	26,260	498	666,620	8	10,355	506	676,975	532	703,235
Plymouth, Mass.:														
Mexico on the Gulf	.....	.....	.....	.....	.....	.....	1	705	.....	.....	1	705	1	705
Portland and Falmouth, Me.:														
England	.....	.....	.....	.....	.....	.....	37	83,640	.....	.....	37	83,640	37	83,640
Scotland	.....	.....	.....	.....	.....	.....	1	1,940	.....	.....	1	1,940	1	1,940
Porto Rico	.....	.....	.....	.....	.....	.....	1	1,129	.....	.....	1	1,129	1	1,129
Total	.....	.....	.....	.....	.....	.....	39	86,709	.....	.....	39	86,709	39	86,709
Providence, R. I.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	.....	.....	.....	.....	.....	.....	1	626	.....	.....	1	626	1	626
Puget Sound, Wash.:														
British Columbia	209	105,363	412	161,126	621	266,489	5	688	27	2,073	32	2,761	653	269,250
Richmond, Va.:														
England	.....	.....	.....	.....	.....	.....	.....	.....	2	2,827	2	2,827	2	2,827
British Poss. in Africa and adjacent isl'ds	.....	.....	.....	.....	.....	.....	.....	.....	1	936	1	936	1	936
Total	.....	.....	.....	.....	.....	.....	.....	.....	3	3,763	3	3,763	3	3,763
Saint John's, Fla.:														
British West Indies	8	3,816	3	1,431	11	5,247	.....	.....	.....	.....	.....	.....	11	5,247
San Diego, Cal.:														
Mexico on the Pacific	9	936	48	4,800	57	5,736	.....	.....	.....	.....	.....	.....	57	5,736

San Francisco, Cal.:														
Chili							1	368			1	368	1	368
French Possessions, all other							2	736			2	736	2	736
British Columbia	80	84,087			80	84,087	26	30,637			26	30,637	106	114,724
Hong-Kong	21	48,283			21	48,283	12	31,559			12	31,559	33	79,842
British Possessions in Australasia	10	20,580			10	20,580	4	6,388			4	6,388	14	26,968
Hawaiian Islands	1	752			1	752	13	22,279			13	22,279	14	23,031
Japan							1	2,244			1	2,244	1	2,244
Mexico on the Pacific	13	8,941			13	8,941	3	884			3	884	16	9,825
Russia, Asiatic							1	295			1	295	1	295
United States of Colombia on the Pacific	45	75,137			45	75,137							45	75,137
Total	170	237,780			170	237,780	63	95,390			63	95,390	233	333,170
Savannah, Ga.:														
Danish West Indies									1	1,284	1	1,284	1	1,284
France on the Mediterranean									1	1,137	1	1,137	1	1,137
England							6	7,011	15	18,518	21	25,529	21	25,529
Scotland									3	3,541	3	3,541	3	3,541
Ireland							1	716			1	716	1	716
Nova Scotia, N. Brunswick, and P. E. Isl'd									4	4,625	4	4,625	4	4,625
British West Indies									3	4,177	3	4,177	3	4,177
British Guiana									2	1,890	2	1,890	2	1,890
Italy (continental)									3	4,333	3	4,333	3	4,333
Portugal									1	1,153	1	1,153	1	1,153
Azore, Madeira, and Cape Verde Islands									5	7,049	5	7,049	5	7,049
Canary Islands									4	5,119	4	5,119	4	5,119
Total							7	7,727	42	52,826	49	60,553	49	60,553
Teche, La.:														
Mexico on the Gulf	12	8,484			12	8,484							12	8,484
Willamette, Oregon:														
British Columbia	2	2,008			2	2,008	1	203			1	203	3	2,211
Wilmington, Cal.:														
Mexico on the Pacific			2	232	2	232							2	232
Wilmington, N. C.:														
Belgium									1	1,105	1	1,105	1	1,105
England									6	6,560	6	6,560	6	6,560
Nova Scotia, N. Brunswick, and P.E.Isl'd									2	1,951	2	1,951	2	1,951
Total									9	9,616	9	9,616	9	9,616
Yorktown, Va.:														
England							16	34,537	1	1,448	17	35,985	17	35,985
British West Indies	1	289			1	289	1	460	1	990	2	1,450	3	1,739
Hayti	1	780			1	780							1	780
Mexico on the Gulf							2	1,850			2	1,850	2	1,850
Azore, Madeira, and Cape Verde Islands									2	2,445	2	2,445	2	2,445

No. 54.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Philadelphia, Pa.—Continued.														
Cuba	3	1,284	1	34	4	1,318	68	80,610	.....	.....	68	80,610	72	81,928
Porto Rico	1	863	.....	.....	1	863	2	1,313	.....	.....	2	1,313	3	2,176
Sweden and Norway	.....	.....	.....	.....	.....	.....	2	2,338	.....	.....	2	2,338	2	2,338
Total	23	26,035	3	225	26	26,260	498	666,620	8	10,355	506	676,975	532	703,235
Plymouth, Mass.:														
Mexico on the Gulf	.....	.....	.....	.....	.....	.....	1	705	.....	.....	1	705	1	705
Portland and Falmouth, Me.:														
England	.....	.....	.....	.....	.....	.....	37	83,640	.....	.....	37	83,640	37	83,640
Scotland	.....	.....	.....	.....	.....	.....	1	1,940	.....	.....	1	1,940	1	1,940
Porto Rico	.....	.....	.....	.....	.....	.....	1	1,129	.....	.....	1	1,129	1	1,129
Total	.....	.....	.....	.....	.....	.....	39	86,709	.....	.....	39	86,709	39	86,709
Providence, R. I.:														
Nova Scotia, N. Brunswick, and P. Ed. Isl'd	.....	.....	.....	.....	.....	.....	1	626	.....	.....	1	626	1	626
Puget Sound, Wash.:														
British Columbia	209	105,363	412	161,126	621	266,489	5	688	27	2,073	32	2,761	653	269,250
Richmond, Va.:														
England	.....	.....	.....	.....	.....	.....	.....	.....	2	2,827	2	2,827	2	2,827
British Poss. in Africa and adjacent isl'ds	.....	.....	.....	.....	.....	.....	.....	.....	1	936	1	936	1	936
Total	.....	.....	.....	.....	.....	.....	.....	.....	3	3,763	3	3,763	3	3,763
Saint John's, Fla.:														
British West Indies	8	3,816	3	1,431	11	5,247	.....	.....	.....	.....	.....	.....	11	5,247
San Diego, Cal.:														
Mexico on the Pacific	9	936	48	4,800	57	5,736	.....	.....	.....	.....	.....	.....	57	5,736

San Francisco, Cal.:														
Chili							1	368			1	368	1	368
French Possessions, all other							2	736			2	736	2	736
British Columbia	80	84,087			80	84,087	26	30,637			26	30,637	106	114,724
Hong-Kong	21	48,283			21	48,283	12	31,559			12	31,559	33	79,842
British Possessions in Australasia	10	20,580			10	20,580	4	6,388			4	6,388	14	26,968
Hawaiian Islands	1	752			1	752	13	22,279			13	22,279	14	23,031
Japan							1	2,244			1	2,244	1	2,244
Mexico on the Pacific	13	8,941			13	8,941	3	884			3	884	16	9,825
Russia, Asiatic							1	295			1	295	1	295
United States of Colombia on the Pacific	45	75,137			45	75,137							45	75,137
Total	170	237,780			170	237,780	63	95,390			63	95,390	233	333,170
Savannah, Ga.:														
Danish West Indies									1	1,284	1	1,284	1	1,284
France on the Mediterranean									1	1,137	1	1,137	1	1,137
England							6	7,011	15	18,518	21	25,529	21	25,529
Scotland									3	3,541	3	3,541	3	3,541
Ireland							1	716			1	716	1	716
Nova Scotia, N. Brunswick, and P. E. Isl'd									4	4,625	4	4,625	4	4,625
British West Indies									3	4,177	3	4,177	3	4,177
British Guiana									2	1,890	2	1,890	2	1,890
Italy (continental)									3	4,333	3	4,333	3	4,333
Portugal									1	1,153	1	1,153	1	1,153
Azore, Madeira, and Cape Verde Islands									5	7,049	5	7,049	5	7,049
Canary Islands									4	5,119	4	5,119	4	5,119
Total							7	7,727	42	52,826	49	60,553	49	60,553
Teche, La.:														
Mexico on the Gulf	12	8,484			12	8,484							12	8,484
Willamette, Oregon:														
British Columbia	2	2,008			2	2,008	1	203			1	203	3	2,211
Wilmington, Cal.:														
Mexico on the Pacific			2	232	2	232							2	232
Wilmington, N. C.:														
Belgium									1	1,105	1	1,105	1	1,105
England									6	6,560	6	6,560	6	6,560
Nova Scotia, N. Brunswick, and P.E.Isl'd									2	1,951	2	1,951	2	1,951
Total									9	9,616	9	9,616	9	9,616
Yorktown, Va.:														
England							16	34,537	1	1,448	17	35,985	17	35,985
British West Indies	1	289			1	289	1	460	1	990	2	1,450	3	1,739
Hayti	1	780			1	780							1	780
Mexico on the Gulf							2	1,850			2	1,850	2	1,850
Azore, Madeira, and Cape Verde Islands									2	2,445	2	2,445	2	2,445

No. 54.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **ENTERED** *from* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30 **1887**—Continued.

CUSTOMS DISTRICTS INTO WHICH, AND COUNTRIES FROM WHICH ENTERED.	AMERICAN VESSELS.						FOREIGN VESSELS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Yorktown, Va.—Continued.														
Cuba	.....	.....	.....	.....	.....	.....	2	2, 624	2	3, 637	4	6, 261	4	6, 261
U. S. of Colombia on the Caribbean Sea	.....	.....	.....	.....	.....	.....	1	575	.....	.....	1	575	1	575
Total	2	1, 069	.....	.....	2	1, 069	22	40, 046	6	8, 520	28	48, 566	30	49, 635
Aggregate	1, 281	1, 227, 584	484	172, 863	1, 765	1, 400, 447	3, 887	6, 362, 151	573	469, 038	4, 460	6, 831, 189	6, 225	8, 231, 636

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No. 55.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, also whether with* CARGOES *or in* BALLAST, *during the* **Year** *ending June* 30, **1887.**

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Alaska, Alaska:														
British Columbia	14	9,762	16	13,362	30	23,124							30	23,124
Baltimore, Md.:														
Belgium							24	33,759			24	33,759	24	33,759
Brazil							9	9,381			9	9,381	9	9,381
Nicaragua on the Caribbean Sea							3	411			3	411	3	411
France on the Atlantic							66	82,255			66	82,255	66	82,255
France on the Mediterranean							1	1,068			1	1,068	1	1,068
Germany							38	67,448			38	67,448	38	67,448
England							176	298,646			176	298,646	176	298,646
Scotland							35	54,424			35	54,424	35	54,424
Ireland							34	42,500			34	42,500	34	42,500
N. Scotia, N. Brunswick and P. E. Isl'd.							3	1,788	4	5,884	7	7,672	7	7,672
British West Indies	3	1,254			3	1,254	20	3,060	11	2,065	31	5,125	34	6,379
Italy (continental)							3	3,669			3	3,669	3	3,669
Netherlands							37	49,304			37	49,304	37	49,304
Spain on the Atlantic							1	988			1	988	1	988
Cuba							27	27,093	3	2,725	30	29,818	30	29,818
U. S. of Colombia on the Caribbean Sea							1	518			1	518	1	518
Total	3	1,254			3	1,254	478	676,312	18	10,674	496	686,986	499	688,240
Beaufort, S. C.:														
Denmark							1	1,118			1	1,118	1	1,118
Germany							13	14,123			13	14,123	13	14,123
England							60	69,782			60	69,782	60	69,782
Scotland							8	8,700			8	8,700	8	8,700
Ireland							7	8,262			7	8,262	7	8,262
Netherlands							1	994			1	994	1	994
Sweden and Norway							1	994			1	994	1	994
Total							91	103,973			91	103,973	91	103,973

No. 55.—*Statement showing the number and tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Boston and Charlestown, Mass.:														
Belgium							4	5,156			4	5,156	4	5,156
Miquelon, Langley, and St. Pierre Isl'ds							2	550			2	550	2	550
Germany							1	2,936			1	2,936	1	2,936
England							191	480,923			191	480,923	191	480,923
Scotland							43	79,080			43	79,080	43	79,080
N. Scotia, N. Brunswick and P. E. Isl'd	94	81,742	1	164	95	81,906	78	32,205	23	15,038	101	47,243	196	129,149
Quebec, Ontario, Manitoba, & N. W. Ter.									1	1,158	1	1,158	1	1,158
British West Indies	6	2,856	2	952	8	3,808	4	1,790	1	215	5	2,005	13	5,813
Hayti	4	2,932			4	2,932							4	2,932
Mexico on the Gulf							1	897			1	897	1	897
Cuba							1	462	20	8,550	21	9,012	21	9,012
Total	104	87,530	3	1,116	107	88,646	325	603,999	45	24,961	370	628,960	477	717,606
Brazos de Santiago, Tex.:														
Mexico on the Gulf			1	100	1	100							1	100
Brunswick, Ga.:														
England							2	2,267			2	2,267	2	2,267
Spain on the Atlantic							2	1,755			2	1,755	2	1,755
Total							4	4,022			4	4,022	4	4,022
Charleston, S. C.:														
Belgium							2	1,727			2	1,727	2	1,727
France on the Atlantic							4	4,160			4	4,160	4	4,160
Germany							14	15,418			14	15,418	14	15,418
England							21	21,941			21	21,941	21	21,941
Ireland							1	516			1	516	1	516
British West Indies									1	1,014	1	1,014	1	1,014
Italy (continental)							1	897			1	897	1	897
Russia on the Baltic and White Seas							4	4,545			4	4,545	4	4,545
Russia on the Black Sea							2	1,916			2	1,916	2	1,916
Spain on the Mediterranean							5	4,901			5	4,901	5	4,901
Total							54	56,021	1	1,014	55	57,035	55	57,035

Delaware, Del.:														
British West Indies							1	63			1	63	1	63
Cuba									1	314	1	314	1	314
Total							1	63	1	314	2	377	2	377
Fernandina, Fla.:														
U. S. of Colombia on the Caribbean Sea							3	2,010			3	2,010	3	2,010
Galveston, Tex.:														
Belgium							1	883			1	883	1	883
France on the Atlantic							3	3,975			3	3,975	3	3,975
Germany							11	14,999			11	14,999	11	14,999
England							44	57,725			44	57,725	44	57,725
Mexico on the Gulf	12	8,484			12	8,484							12	8,484
Netherlands							1	860			1	860	1	860
Russia on the Baltic and White Seas							3	2,867			3	2,867	3	2,867
Total	12	8,484			12	8,484	63	81,309			63	81,309	75	89,793
Key West, Florida:														
Germany							1	1,500			1	1,500	1	1,500
England							1	1,408			1	1,408	1	1,408
British West Indies	19	3,743			19	3,743							19	3,743
British Honduras							1	908			1	908	1	908
Mexico on the Gulf							1	993			1	993	1	993
Cuba	51	30,374	147	90,923	198	121,297							198	121,297
Total	70	34,117	147	90,923	217	125,040	4	4,809			4	4,809	221	129,849
Mobile, Ala.:														
England							9	9,893			9	9,893	9	9,893
New Bedford, Mass.:														
England									1	1,164	1	1,164	1	1,164
New Orleans, La.:														
Belgium							13	29,512			13	29,512	13	29,512
Costa Rica on the Caribbean Sea							23	12,289			23	12,289	23	12,289
Guatemala on the Caribbean Sea	4	1,703			4	1,703	1	408			1	408	5	2,111
Honduras on the Caribbean Sea	61	27,017	3	1,900	64	28,917	30	14,994	8	3,001	38	17,995	102	46,912
Nicaragua on the Caribbean Sea	6	2,460			6	2,460	11	3,525			11	3,525	17	5,985
Denmark							1	1,271			1	1,271	1	1,271
France on the Atlantic							37	49,471			37	49,471	37	49,471
France on the Mediterranean							3	5,715			3	5,715	3	5,715
Germany							37	49,623			37	49,623	37	49,623
England							193	278,659			193	278,659	193	278,659
Ireland							2	2,195			2	2,195	2	2,195
British West Indies	2	720			2	720							2	720
British Honduras	2	886			2	886							2	886
Italy (continental)							5	6,102			5	6,102	5	6,102
Mexico on the Gulf	4	2,839			4	2,839	3	414			3	414	7	3,253

No. 55.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
New Orleans, La.—Continued.														
Portugal							1	453			1	453	1	453
Russia on the Baltic and White Seas							5	5,330			5	5,330	5	5,330
Russia on the Black Sea							1	1,086			1	1,086	1	1,086
Spain on the Mediterranean							3	5,609			3	5,609	3	5,609
Cuba							1	734			1	734	1	734
U. S. of Colombia on the Caribbean Sea.	7	3,870			7	3,870	14	10,727			14	10,727	21	14,597
Total	86	39,495	3	1,900	89	41,395	384	478,117	8	3,001	392	481,118	481	522,513
New York, N. Y.:														
Argentine Republic							1	851			1	851	1	851
Belgium	4	7,746			4	7,746	104	270,324			104	270,324	108	278,070
Brazil	4	7,695			4	7,695	27	20,855			27	20,855	31	28,550
Costa Rica on the Caribbean Sea							5	4,434			5	4,434	5	4,434
Honduras on the Caribbean Sea	2	1,239			2	1,239	3	2,060			3	2,060	5	3,299
Nicaragua on the Caribbean Sea							6	1,734			6	1,734	6	1,734
China							1	1,516			1	1,516	1	1,516
Denmark							33	61,490			33	61,490	33	61,490
France on the Atlantic							106	305,758			106	305,758	106	305,758
France on the Mediterranean							32	60,527			32	60,527	32	60,527
French West Indies							1	676			1	676	1	676
Germany							229	542,148			229	542,148	229	542,148
England							647	1,500,703			647	1,500,703	647	1,500,703
Scotland							142	290,624			142	290,624	142	290,624
Ireland							16	19,254			16	19,254	16	19,254
Gibraltar							1	1,091			1	1,091	1	1,091
N. Scotia, N. Brunswick, and P. E. Isl'd			2	200	2	200	4	3,536	22	24,945	26	28,481	28	28,681
Newfoundland and Labrador							22	16,116			22	16,116	22	16,116
British West Indies	6	2,072	1	58	7	2,130	129	102,365	13	7,715	142	110,080	149	112,210
British Guiana							4	3,922			4	3,922	4	3,922
British Honduras							10	7,278	1	166	11	7,444	11	7,444
British East Indies							5	8,820			5	8,820	5	8,820
Hong-Kong							1	867			1	867	1	867
Hayti	14	15,707			14	15,707	36	31,901			36	31,901	50	47,608
Italy (continental)							52	77,710			52	77,710	52	77,710

Sicily and Sardinia (Italy, insular)							1	1,675			1	1,675	1	1,675
Japan							4	6,918			4	6,918	4	6,918
Mexico on the Gulf	30	45,997	1	71	31	46,068	24	25,529	2	1,630	26	27,159	57	73,227
Netherlands							55	113,237			55	113,237	55	113,237
Dutch West Indies	4	5,091			4	5,091							4	5,091
Portugal							17	19,734			17	19,734	17	19,734
San Domingo	6	6,004			6	6,004	2	686			2	686	8	6,690
Spain on the Atlantic							23	21,805			23	21,805	23	21,805
Spain on the Mediterranean							20	27,197			20	27,197	20	27,197
Cuba	90	149,392	1	348	91	149,740	27	33,275	87	38,605	114	71,880	205	221,620
Porto Rico	6	5,178			6	5,178	12	6,836			12	6,836	18	12,014
Sweden and Norway							3	2,841			3	2,841	3	2,841
Turkey in Europe							2	1,684			2	1,684	2	1,684
U. S. of Colombia on the Caribbean Sea	45	88,949			45	88,949	27	33,011	1	1,513	28	34,524	73	123,473
U. S. of Colombia on the Pacific			1	1,759	1	1,759							1	1,759
Uruguay							2	1,844			2	1,844	2	1,844
Venezuela	28	35,377			28	35,377	8	5,522			8	5,522	36	40,899
Total	239	370,447	6	2,436	245	372,883	1,844	3,638,354	126	74,574	1,970	3,712,928	2,215	4,085,811
Norfolk and Portsmouth, Va.:														
France on the Atlantic							18	21,962			18	21,962	18	21,962
Germany							16	19,981			16	19,981	16	19,981
England							75	102,434			75	102,434	75	102,434
Scotland							1	1,313			1	1,313	1	1,313
Ireland							3	3,446			3	3,446	3	3,446
British West Indies	2	766			2	766	4	1,419	1	338	5	1,757	7	2,523
Italy (continental)							2	2,286			2	2,286	2	2,286
Mexico on the Gulf							1	897			1	897	1	897
Netherlands							1	860			1	860	1	860
Russia on the Baltic and White Seas							1	740			1	740	1	740
San Domingo			2	138	2	138							2	138
Cuba							6	2,874			6	2,874	6	2,874
Porto Rico							1	1,014			1	1,014	1	1,014
U. S. of Colombia on the Caribbean Sea							2	1,655			2	1,655	2	1,655
Total	2	766	2	138	4	904	131	160,881	1	338	132	161,219	136	162,123
Oregon, Oregon:														
British Columbia	1	800			1	800							1	800
Passamaquoddy, Me.:														
N. Scotia, N. Brunswick, and P. E. Isl'd	139	155,707	2	24	141	155,731			223	36,577	223	36,577	364	192,308
Pearl River, Miss.:														
Netherlands							1	994			1	994	1	994
Pensacola, Fla.:														
England							3	4,087			3	4,087	3	4,087
Italy							3	2,916			3	2,916	3	2,916
Netherlands							1	1,270			1	1,270	1	1,270
Total							7	8,273			7	8,273	7	8,273

No. 55.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Perth Amboy, N. J.:														
Germany							1	718			1	718	1	718
N. Scotia, N. Brunswick, and P. E. Isl'd.			1	136	1	136							1	136
Mexico on the Gulf									1	642	1	642	1	642
Cuba							1	1,258			1	1,258	1	1,258
Sweden and Norway							1	389			1	389	1	389
Total			1	136	1	136	3	2,365	1	642	4	3,007	5	3,143
Philadelphia, Pa.:														
Austria							1	1,192			1	1,192	1	1,192
Belgium	3	5,814			3	5,814	22	39,143			22	39,143	25	44,957
Nicaragua on the Caribbean Sea							12	4,964	5	2,037	17	7,001	17	7,001
Denmark							1	1,338			1	1,338	1	1,338
France on the Atlantic							49	60,525			49	60,525	49	60,525
France on the Mediterranean							1	937			1	937	1	937
French West Indies							3	3,653			3	3,653	3	3,653
Germany							6	8,725			6	8,725	6	8,725
England	10	19,359			10	19,359	66	132,074			66	132,074	76	151,433
Scotland							15	25,754			15	25,754	15	25,754
Ireland							20	24,301			20	24,301	20	24,301
N. Scotia, N. Brunswick, and P. E. Isl'd.									8	9,187	8	9,187	8	9,187
British West Indies	4	1,274	2	374	6	1,648	7	3,418	10	5,147	17	8,565	23	10,213
British Honduras									1	518	1	518	1	518
Greece							3	3,304			3	3,304	3	3,304
Italy (continental)							2	2,153			2	2,153	2	2,153
Sicily and Sardinia (Italy, insular)							1	1,290			1	1,290	1	1,290
Japan							1	1,826			1	1,826	1	1,826
Netherlands							1	1,405			1	1,405	1	1,405
Portugal							5	5,369			5	5,369	5	5,369
Azore, Madeira, and Cape Verde Isl'ds.							1	1,356	3	2,843	4	4,199	4	4,199
Spain on the Atlantic							1	460			1	460	1	460
Cuba	2	857	3	1,142	5	1,999	38	43,624	9	11,029	47	54,653	52	56,652
Porto Rico									1	820	1	820	1	820

Turkey in Europe							1	893			1	893	1	893
U. S. of Colombia on the Caribbean Sea							1	411			1	411	1	411
Total	19	27,304	5	1,516	24	28,820	258	368,115	37	31,581	295	399,696	319	428,516
Portland and Falmouth, Me.:														
England							36	83,276	1	1,130	37	84,406	37	84,406
N. Scotia, N. Brunswick, and P. E. Isl'd							1	293			1	293	1	293
Total							37	83,569	1	1,130	38	84,699	38	84,699
Puget Sound, Wash.:														
British Columbia	465	154,360	166	111,899	631	266,259	1	15	27	2,509	28	2,524	659	268,783
Richmond, Va.:														
Belgium							2	1,996			2	1,996	2	1,996
England							1	1,767			1	1,767	1	1,767
Total							3	3,763			3	3,763	3	3,763
Saint John's, Fla.:														
British West Indies	11	5,247			11	5,247							11	5,247
Dutch West Indies			1	477	1	477							1	477
Total	11	5,247	1	477	12	5,724							12	5,724
San Diego, Cal.:														
England							1	1,467			1	1,467	1	1,467
Mexico on the Pacific	53	5,616	1	104	54	5,720	1	80			1	80	55	5,800
Total	53	5,616	1	104	54	5,720	2	1,547			2	1,547	56	7,267
San Francisco, Cal.:														
France on the Atlantic							1	2,244			1	2,244	1	2,244
French Possessions, all other							3	1,104			3	1,104	3	1,104
Ireland	1	1,400			1	1,400							1	1,400
British Columbia	78	86,343	4	2,288	82	88,631	7	7,628	20	24,099	27	31,727	109	120,358
Hong-Kong	21	48,861			21	48,861	13	34,250			13	34,250	34	83,111
British Possessions in Australasia	6	11,634			6	11,634	6	9,349			6	9,349	12	20,983
Hawaiian Islands	4	4,760			4	4,760	16	23,029			16	23,029	20	27,789
Mexico on the Pacific	14	8,426			14	8,426	3	405			3	405	17	8,831
Russia, Asiatic							1	295			1	295	1	295
U. S. of Colombia on the Pacific	43	71,174	1	47	44	71,221			2	38	2	38	46	71,259
Total	167	232,598	5	2,335	172	234,933	50	78,304	22	24,137	72	102,441	244	337,374
Savannah, Ga.:														
Belgium							3	3,795			3	3,795	3	3,795
France on the Atlantic							1	1,109			1	1,109	1	1,109
Germany							16	20,162			16	20,162	16	20,162
England							38	47,953			38	47,953	38	47,953
Italy (continental)							2	1,465			2	1,465	2	1,465

No. 55.—*Statement showing the Number and Tonnage of* **AMERICAN** *and* **FOREIGN OCEAN STEAM VESSELS** *which* **CLEARED** *for* FOREIGN COUNTRIES *at each of the* **CUSTOMS DISTRICTS** *of the United States, etc., during the* **Year** *ending June* 30, **1887**—Continued.

CUSTOMS DISTRICTS FROM WHICH, AND COUNTRIES FOR WHICH CLEARED.	AMERICAN STEAMERS.						FOREIGN STEAMERS.						AGGREGATE.	
	WITH CARGOES.		IN BALLAST.		TOTAL.		WITH CARGOES.		IN BALLAST.		TOTAL.			
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
Savannah, Ga.—Continued.														
Mexico on the Gulf									1	897	1	897	1	897
Netherlands							6	6,588			6	6,588	6	6,588
Russia on the Baltic and White Seas							4	4,495			4	4,495	4	4,495
Spain on the Atlantic							2	2,017			2	2,017	2	2,017
Spain on the Mediterranean							9	10,363			9	10,363	9	10,363
Total							81	97,947	1	897	82	98,844	82	98,844
Willamette, Oregon:														
British Columbia	17	15,773	2	1,144	19	16,917	1	203			1	203	20	17,120
Wilmington, N. C.:														
Germany							1	1,150			1	1,150	1	1,150
England							17	18,604			17	18,604	17	18,604
Total							18	19,754			18	19,754	18	19,754
Yorktown, Va.:														
Belgium							9	10,872			9	10,872	9	10,872
Brazil	15	29,867			15	29,867	2	1,525			2	1,525	17	31,392
Nicaragua on the Caribbean Sea							2	752			2	752	2	752
Denmark							3	3,947			3	3,947	3	3,947
France on the Atlantic							31	41,663			31	41,663	31	41,663
Germany							26	32,502			26	32,502	26	32,502
England							91	133,686			91	133,686	91	133,686
Scotland							5	6,046			5	6,046	5	6,046
Ireland							8	7,964			8	7,964	8	7,964
Nova Scotia, New Brunswick, and Prince Edward Island							1	1,571			1	1,571	1	1,571
Quebec, Ontario, Manitoba, and Northwest Territory							1	1,053			1	1,053	1	1,053
British West Indies	2	637			2	637			2	1,548	2	1,548	4	2,185
Hayti							1	342			1	342	1	342
Italy (continental)							4	4,503			4	4,503	4	4,503
Mexico, on the Gulf							12	11,308	3	2,688	15	13,996	15	13,996

Netherlands							2	2,427			2	2,427	2	2,427
Russia on the Baltic and White Seas							1	1,070			1	1,070	1	1,070
Cuba							2	1,435	2	2,080	4	3,515	4	3,515
Porto Rico									1	1,034	1	1,034	1	1,034
Sweden and Norway							1	994			1	994	1	994
United States of Colombia on the Caribbean Sea							14	10,307			14	10,307	14	10,307
Total	17	30,504			17	30,504	216	273,967	8	7,350	224	281,317	241	311,821
AGGREGATE	1,419	1,179,764	361	227,610	1,780	1,407,374	4,069	6,758,579	521	220,863	4,590	6,979,442	6,370	8,386,816

SECTION IV.

STATEMENTS

SHOWING THE

MERCHANT TONNAGE OF THE UNITED STATES.

PREPARED BY THE

COMMISSIONER OF NAVIGATION.

FISCAL YEAR ENDING JUNE 30, 1887.

No. 56.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED VESSELS** *of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.				ENROLLED.				LICENSED.		TOTAL.	
	PERMANENTLY.		TEMPORARILY.		PERMANENTLY.		TEMPORARILY.		UNDER 20 TONS.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS.												
MAINE.												
Passamaquoddy	37	7,172.05	1	87.74	90	9,890.99	2	205.27	31	446.53	161	17,802.58
Machias	32	7,004.31			117	9,149.47			32	452.20	181	16,605.98
Frenchman's Bay					185	12,985.79	2	192.86	43	564.70	230	13,743.35
Castine	2	669.00			169	11,102.18	1	254.64	61	741.75	233	12,767.57
Bangor	7	2,902.88	3	1,378.76	135	17,169.14			12	136.27	157	21,587.05
Belfast	16	17,187.44	1	198.93	127	14,184.22	3	1,469.32	40	450.69	187	33,490.60
Waldoborough	34	35,644.04	2	3,703.82	224	29,949.55	1	127.01	80	991.41	341	70,415.83
Wiscasset	1	1,526.60	1	585.57	69	4,271.39	4	1,272.08	55	661.24	130	8,316.88
Bath	51	81,774.85	6	6,800.06	125	37,814.90	9	4,819.24	57	871.24	248	132,080.29
Portland and Falmouth	67	53,678.60	7	1,927.63	170	24,269.89	8	3,527.51	71	1,110.40	323	84,514.03
Saco			1	142.17	11	1,413.59			5	41.72	17	1,597.48
Kennebunk			1	1,924.56	21	1,157.90			8	74.71	30	3,157.17
York					6	273.54			3	29.16	9	302.70
Total	247	207,559.77	23	16,749.24	1,449	173,632.55	30	11,867.93	498	6,572.02	2,247	416,381.51
NEW HAMPSHIRE.												
Portsmouth	3	4,062.18	1	142.54	45	5,893.46	1	94.44	15	243.23	65	10,435.85
MASSACHUSETTS.												
Newburyport	4	5,402.24	5	5,455.63	18	2,126.03			11	168.79	38	13,152.69
Gloucester	3	195.80			415	31,582.12			61	790.08	479	32,568.00
Salem and Beverly			14	2,407.14	14	1,169.97	2	851.82	21	327.87	51	4,756.80
Marblehead					23	2,199.44			12	153.65	35	2,353.09
Boston and Charlestown	159	105,835.07	51	23,918.25	345	105,191.47	33	14,011.70	40	907.86	628	249,864.35
Plymouth	1	103.41			15	1,334.50			9	115.47	25	1,553.38
Barnstable	14	1,352.62	1	79.75	217	25,571.91	1	84.79	64	791.97	297	27,881.04
Nantucket					4	386.34			11	71.60	15	457.94
Edgartown	2	408.50			6	424.37			12	152.49	20	985.63

New Bedford	83	24,036.34	6	1,249.46	55	10,303.39	2	104.27	52	596.06	198	36,379.52
Fall River	1	558.34			84	50,191.38			16	194.93	101	50,944.65
Total	267	137,892.32	77	33,110.23	1,196	230,480.92	38	15,142.58	309	4,270.77	1,887	420,896.82
RHODE ISLAND.												
Providence	1	359.67	1	225.66	56	27,043.13	3	1,346.92	48	517.94	109	29,493.32
Bristol and Warren	1	106.45			7	995.10	1	92.63	18	173.36	27	1,367.54
Newport					43	5,290.24	1	23.05	62	731.54	106	6,044.83
Total	2	466.12	1	225.66	106	33,328.47	5	1,462.60	128	1,422.84	242	36,905.69
CONNECTICUT.												
Stonington	1	67.14			46	4,794.18	1	89.23	58	562.05	106	5,512.60
New London	4	516.41			120	33,976.00	4	816.06	50	725.48	178	36,033.95
Hartford					70	12,315.32			15	307.63	85	12,622.95
New Haven	3	588.37			222	46,351.40			44	653.17	269	47,592.94
Fairfield					73	10,363.64	1	66.92	93	1,036.64	167	11,467.20
Total	8	1,171.92			531	107,800.54	6	972.21	260	3,284.97	805	113,229.64
NEW YORK.												
New York	272	254,807.19	117	89,417.12	2,531	517,238.59	153	59,159.73	913	12,488.88	3,986	933,111.51
Sag Harbor	3	147.17			100	13,018.46	2	155.80	135	1,330.34	240	14,651.77
Total	275	254,954.36	117	89,417.12	2,631	530,257.05	155	59,315.53	1,048	13,819.22	4,226	947,763.28
NEW JERSEY.												
Newark					51	5,328.66	7	1,027.49	15	309.97	73	6,666.12
Perth Amboy			1	239.64	201	35,152.71	7	2,159.11	167	1,699.67	376	39,251.13
Little Egg Harbor					24	3,594.97	1	41.81	23	309.89	48	3,946.67
Great Egg Harbor					84	16,486.34	1	162.59	54	675.42	139	17,324.35
Bridgeton					194	16,872.57			233	2,837.82	427	19,710.39
Burlington					23	2,528.70			13	228.88	36	2,757.58
Total			1	239.64	577	79,963.95	16	3,391.00	505	6,061.65	1,099	89,656.24
PENNSYLVANIA.												
Philadelphia	30	28,425.54	34	29,973.81	601	139,487.92	56	20,756.43	150	2,628.77	871	221,272.47
DELAWARE.												
Delaware			1	230.45	139	15,542.03			48	609.01	188	16,381.49

No. 56.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED VESSELS** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.				ENROLLED.				LICENSED.		TOTAL.	
	PERMANENTLY.		TEMPORARILY.		PERMANENTLY.		TEMPORARILY.		UNDER 20 TONS.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Continued.												
MARYLAND.												
Baltimore	50	15,470.09	16	7,690.61	656	84,944.11	18	4,279.16	460	5,808.06	1,200	118,192.03
Annapolis					55	2,162.16			94	1,052.81	149	3,214.97
Eastern Maryland					317	12,924.44			561	6,351.62	878	19,276.06
Total	50	15,470.09	16	7,690.61	1,028	100,030.71	18	4,279.16	1,115	13,212.49	2,227	140,683.06
DISTRICT OF COLUMBIA.												
Georgetown					39	10,045.04	3	497.02	35	554.99	77	11,097.05
VIRGINIA.												
Alexandria	1	80.64			33	2,104.55	2	999.74	30	383.30	66	3,568.23
Tappahannock					75	3,064.95	1	21.13	69	825.69	145	3,911.77
Richmond					38	5,522.35	1	193.27	23	327.41	62	6,043.03
Petersburgh							1	128.08	5	66.83	6	194.91
Yorktown			4	2,282.18	64	3,618.50			156	1,633.68	224	7,534.36
Norfolk and Portsmouth			7	4,399.17	109	9,241.27	1	351.34	321	3,384.46	438	17,376.24
Cherrystone					96	3,314.56			252	2,577.07	348	5,891.63
Total	1	80.64	11	6,681.35	415	26,866.18	6	1,693.56	856	9,198.44	1,289	44,520.17
NORTH CAROLINA.												
Albemarle					18	2,356.28	1	79.90	58	562.41	77	2,998.59
Pamlico					30	2,102.04			88	1,000.91	118	3,102.95
Beaufort					19	939.75	1	33.22	81	871.75	101	1,844.72
Wilmington			9	2,406.17	23	1,379.06	2	679.85	18	327.38	52	4,792.46
Total			9	2,406.17	90	6,777.13	4	792.97	245	2,762.45	348	12,738.72

SOUTH CAROLINA.												
Georgetown	1	222.96	2	465.48	8	1,131.92	1	102.48	9	140.43	21	2,063.27
Charleston			4	1,735.33	57	5,981.37	1	367.85	112	1,436.96	174	9,621.51
Beaufort					11	779.89			10	172.22	21	952.11
Total	1	222.96	6	2,200.81	76	7,893.18	2	470.33	131	1,749.61	216	12,536.89
GEORGIA.												
Savannah			1	279.66	42	22,392.13	3	529.37	43	605.03	89	23,806.19
Brunswick			5	2,868.05	19	1,921.53	8	3,198.59	11	177.66	43	8,165.83
Saint Mary's			1	521.99	2	56.89					3	578.88
Total			7	3,669.70	63	24,370.55	11	3,727.96	54	782.69	135	32,550.90
FLORIDA.												
Fernandina			9	3,113.63	4	464.30			1	7.87	14	3,585.80
Saint John's	2	46.88	3	1,400.79	35	4,619.76	4	965.17	16	276.79	60	7,309.39
Saint Augustine	2	39.64	1	36.81	2	259.59			6	69.53	11	405.57
Key West	41	2,933.06	3	668.04	20	2,059.92			122	1,462.46	186	7,123.48
Saint Mark's	1	6.97			6	663.83	2	260.05	38	438.95	47	1,369.80
Apalachicola			3	1,372.54	11	1,013.80	3	1,015.88	23	250.49	40	3,652.71
Pensacola	3	1,028.65	12	6,342.32	60	2,917.25	6	2,818.61	66	834.99	147	13,941.82
Total	49	4,055.20	31	12,934.13	138	11,998.45	15	5,059.71	272	3,341.08	505	37,388.57
ALABAMA.												
Mobile	4	485.16	4	1,793.36	66	6,975.59			51	570.25	125	9,824.36
MISSISSIPPI.												
Pearl River	11	1,599.81	6	2,648.36	61	2,829.40	3	1,492.73	75	941.29	156	9,511.59
LOUISIANA.												
New Orleans	28	12,244.68	5	4,229.91	67	20,138.43	4	1,376.60	233	2,252.86	337	40,242.48
Teche	3	154.64			35	1,888.93			69	738.12	107	2,781.69
Total	31	12,399.32	5	4,229.91	102	22,027.36	4	1,376.60	302	2,990.98	444	43,024.17
TEXAS.												
Galveston			5	1,958.50	77	6,035.63			102	1,202.51	184	9,196.64
Saluria					3	101.66			12	110.09	15	211.75
Corpus Christi			1	265.93	12	678.23	1	112.21	14	167.14	28	1,223.51
Brazos de Santiago	7	369.42	1	27.34	1	21.05					9	417.81
Paso del Norte	2	424.50									2	424.50
Total	9	793.92	7	2,251.77	93	6,836.57	1	112.21	128	1,479.74	238	11,474.21
Total Atlantic and Gulf coasts	988	669,639.31	357	216,594.86	9,446	1,543,037.05	374	132,504.97	6,225	76,496.49	17,390	2,638,272.68

No. 56.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED VESSELS** *of the United States, June,* **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.				ENROLLED.				LICENSED.		TOTAL.	
	PERMANENTLY.		TEMPORARILY.		PERMANENTLY.		TEMPORARILY.		UNDER 20 TONS.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE PACIFIC COAST.												
CALIFORNIA.												
San Diego	6	119.30	2	1,239.48	3	458.10	1	588.46	9	114.30	21	2,519.64
Wilmington	.....	.....	1	611.65	5	805.24	1	232.14	8	88.61	15	1,737.64
San Francisco	135	60,464.59	28	40,567.19	536	130,583.49	8	13,661.33	96	1,423.05	803	246,699.65
Humboldt	.....	.....	.....	.....	18	2,806.80	1	235.47	6	93.09	25	3,135.36
Total	141	60,583.89	31	42,418.32	562	134,653.63	11	14,717.40	119	1,719.05	864	254,092.29
OREGON.												
Southern Oregon	.....	.....	.....	.....	5	394.06	.....	.....	7	160.33	12	554.39
Yaquina	.....	.....	.....	.....	7	3,295.92	.....	.....	3	36.92	10	3,332.84
Oregon	.....	.....	1	336.94	32	2,504.98	.....	.....	32	510.57	65	3,352.49
Willamette	5	4,442.65	2	1,331.83	77	37,165.84	2	1,762.68	16	318.97	101	45,021.97
Total	5	4,442.65	2	1,668.77	121	43,360.80	2	1,762.68	58	1,026.79	188	52,261.69
WASHINGTON.												
Puget Sound	82	15,370.01	10	4,426.57	44	26,978.48	4	2,304.10	25	381.44	165	49,460.60
ALASKA.												
Alaska	1	34.67	.....	.....	3	262.11	3	166.59	12	167.10	19	630.47
Total Pacific Coast	229	80,431.22	43	48,513.66	730	205,255.02	20	18,950.77	214	3,294.38	1,236	356,445.05
THE NORTHERN LAKES.												
VERMONT.												
Vermont	.....	.....	.....	.....	31	4,370.49	.....	.....	.....	.....	31	4,370.49

NEW YORK.												
Champlain					452	42,711.08	5	558.17			457	43,269.25
Oswegatchie					40	10,021.71			4	47.99	44	10,069.70
Cape Vincent					51	4,066.26	1	15.41			52	4,081.67
Oswego					122	19,600.72	2	240.74			124	19,841.46
Genesee					22	2,597.33					22	2,597.33
Niagara					14	3,978.16					14	3,978.16
Buffalo Creek					222	96,015.73	3	1,403.07			225	97,418.80
Dunkirk					3	171.81					3	171.81
Total					926	179,162.80	11	2,217.39	4	47.99	941	181,428.18
PENNSYLVANIA.												
Erie					32	29,514.80	1	940.94	2	27.18	35	30,482.92
OHIO.												
Cuyahoga					204	123,569.08	1	319.50			205	123,888.58
Sandusky					76	24,023.70					76	24,023.70
Miami					61	17,061.84	2	838.43			63	17,900.27
Total					341	164,654.62	3	1,157.93			344	165,812.55
MICHIGAN.												
Detroit					283	101,004.35	2	2,027.91			285	103,032.26
Huron					371	99,350.11	6	2,722.33			377	102,072.44
Superior					104	17,041.37	1	50,24			105	17,091.61
Michigan					297	29,712.86	3	48.50			300	29,761.36
Total					1,055	247,108.69	12	4,848.98			1,067	251,957 67
ILLINOIS.												
Chicago					353	71,062.32	3	1,357.73			356	72,420.05
WISCONSIN.												
Milwaukee					348	76,166.06	2	349.22			350	76,515.28
MINNESOTA.												
Duluth					20	734.49					20	734.49
Total Northern Lakes					3,106	772,774.27	32	10,872.19	6	75.17	3,144	783,721.63

No. 56.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED VESSELS** *of the United States, June 30,* **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.				ENROLLED.				LICENSED.		TOTAL.	
	PERMANENTLY.		TEMPORARILY.		PERMANENTLY.		TEMPORARILY.		UNDER 20 TONS.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE WESTERN RIVERS.												
LOUISIANA.												
New Orleans	3	249.18	1	134.28	101	18,175.71	3	748.83	21	500.80	129	19,808.80
MISSISSIPPI.												
Natchez					3	302.23					3	303.23
Vicksburg					24	2,557.67	1	70.89	5	94.83	30	2,723.39
Total					27	2,860.90	1	70.89	5	94.83	33	3,026.62
TENNESSEE.												
Memphis					70	14,008.02	2	730.92	10	162.73	82	14,901.67
Nashville					17	3,469.49					17	3,469.49
Chattanooga					17	3,546.92					17	3,546.92
Total					104	21,024.43	2	730,92	10	162.73	116	21,918.08
KENTUCKY.												
Paducah					25	3,776.48	1	430.83	3	62.72	29	4,270.03
Louisville					47	10,540.36	4	1,579.85	4	56.37	55	12,176.58
Total					72	14,316.84	5	2,010.68	7	119.09	84	16,446.61
MISSOURI.												
Saint Louis					228	148,146.12	7	5,439.12	15	243.92	250	153,829.16
Kansas City					11	1,122.35			2	42.31	13	1,164.66
Saint Joseph					6	746.57					6	746.57
Total					245	150,015.04	7	5,439.12	17	286.23	269	155,740.39

NEBRASKA.												
Omaha					17	2,908.91			2	26.05	19	2,934.96
IOWA.												
Burlington					51	5,177.30			1	5.05	52	5,182.35
Dubuque					19	4,188.52	2	164.54	1	17.68	22	4,370.74
Total					70	9,365.82	2	164.54	2	22.73	74	9,553.09
MINNESOTA.												
Minnesota					60	8,041.48	1	167.27	4	64.12	65	8,272.87
WISCONSIN.												
La Crosse					44	3,875.24			4	57.54	48	3,932.78
ILLINOIS.												
Galena					27	3,163.05			1	7.80	28	3,170.85
INDIANA.												
Evansville					52	7,294.26			1	15.44	53	7,309.70
OHIO.												
Cincinnati					100	30,372.31	1	65.73	6	97.69	107	30,535.73
WEST VIRGINIA.												
Wheeling					103	11,848.08			6	103.13	109	11,951.21
PENNSYLVANIA.												
Pittsburgh					152	32,710.12			7	93.67	159	32,803.79
Total Western Rivers	3	249.18	1	134.28	11.74	315,972.19	22	9,397.98	93	1,651.85	1,293	327,405.48

SUMMARY.

Atlantic and Gulf Coasts	988	669,639.31	357	216,594.86	9,446	1,543,037.05	374	132,504.97	6,225	76,496.49	17,390	2,638,272.68
Pacific Coast	229	80,431.22	43	48,513.66	730	205,255.02	20	18,950.77	214	3,294.38	1,236	356,445.05
Northern Lakes					3,106	772,774.27	32	10,872.19	6	75.17	3,144	783,721.63
Western Rivers	3	249.18	1	134.28	1,174	315,972.19	22	9,397.98	93	1,651.85	1,293	327,405.48
Grand total	1 220	750,319.71	401	265,242.80	14,456	2,837,038.53	448	171,725.91	6,538	81,517.89	23,063	4,105,844.84

No. 57.—*Statement showing, by States and Territories, the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED VESSELS** *of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND TERRITORIES IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine	270	224,309.01	1,479	185,500.48	498	6,572.02	2,247	416,381.51
New Hampshire	4	4,204.72	46	5,987.90	15	243.23	65	10,435.85
Vermont			31	4,370.49			31	4,370.49
Massachusetts	244	171,002.55	1,234	245,623.50	309	4,270.77	1,887	420,896.82
Rhode Island	3	691.78	111	34,791.07	128	1,422.84	242	36,905.69
Connecticut	8	1,171.92	537	108,772.75	260	3,284.97	805	113,229.64
New York	392	344,371.48	3,723	770.952.77	1,052	13,867.21	5,167	1,129,191.46
New Jersey	1	239.64	593	83,354.95	505	6,061.65	1,099	89,656.24
Pennsylvania	64	58,399.35	842	223,410.21	159	2,749.62	1,065	284,559.18
Delaware	1	230.45	139	15,542.03	48	609.01	188	16,381.49
Maryland	66	23,160.70	1,046	104,309.87	1,115	13,212.49	2,227	140,683.06
District of Columbia			42	10,542.06	35	554.99	77	11,097.05
Virginia	12	6,761.99	421	28,559.74	856	9,198.14	1,289	44,520.17
North Carolina	9	2,406.17	94	7,570.10	245	2,762.45	348	12,738.72
South Carolina	7	2,423.77	78	8,363.51	131	1,749.61	216	12,536.89
Georgia	7	3,669.70	74	28,098.51	54	782.69	135	32,550.90
Florida	80	16,989.33	153	17,058.16	272	3,341.08	505	37,388.57
Alabama	8	2,278.52	66	6,975.59	51	570.25	125	9,824.36
Mississippi	17	4.240.17	92	7,253.92	80	1,036.12	189	12,538.21
Louisiana	40	17,012.69	210	42,328.50	323	3,491.78	573	62,832.97
Texas	16	3,045.69	94	6,948.78	128	1,479.74	238	11,474.21
Tennessee			106	21,755.35	10	162.73	116	21,918.08
Kentucky			77	16,327.52	7	119.09	84	16,446.61
Missouri			252	155,454.16	17	286.23	269	155,740.39
Nebraska			17	2,908.91	2	26.05	19	2,934.96
Iowa			72	9,530.36	2	22.73	74	9,553.09
Minnesota			81	8,943.24	4	64.12	85	9,007.36
Wisconsin			394	80,390.52	4	57.54	398	80,448.06
Michigan			1,067	251,957.67			1,067	251,957.67
Illinois			383	75,583.10	1	7.80	384	75,590.90
Indiana			52	7,294.26	1	15.44	53	7,309.70
Ohio			445	196,250.59	6	97.69	451	196,348.28
West Virginia			103	11,848.08	6	103.13	109	11,951.21
California	172	103,002.21	573	149,371.03	119	1,719.05	864	254,092.29
Oregon	7	6,111.42	123	45.123.48	58	1,026.79	188	52,261.69
Washington	92	19,796.58	48	29,282.58	25	381.44	165	49,460.60
Alaska	1	34.67	6	428.70	12	167.10	19	630.47
Total	1,621	1,015,562.51	14,904	3,008,764.44	6,538	81,517.89	23,063	4,105,844.84

SUMMARY.

Atlantic and Gulf Coasts	1, 345	886, 234. 17	9, 820	1, 675, 542. 02	6, 225	76, 496. 49	17, 390	2, 638, 272. 68
Pacific Coast	272	128, 944. 88	750	224, 205. 79	214	3, 294. 38	1, 236	356, 445. 05
Northern Lakes	.....	.....	3, 138	783, 646. 46	6	75. 17	3, 144	783, 721. 63
Western Rivers	4	383. 46	1, 196	325, 370. 17	93	1, 651. 85	1, 293	327, 405. 48
Grand total	1, 621	1, 015, 562. 51	14, 904	3, 008, 764. 44	6, 538	81, 517. 89	23, 063	4, 105, 844. 84

No. 58.—*Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED STEAM VESSELS** *of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED, under 20 tons.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS.								
MAINE.								
Passamaquoddy	4	4,152.70	2	336.98	7	157.74	13	4,647.42
Machias					4	88.75	4	88.75
Frenchman's Bay			3	411.62	5	109.32	8	520.94
Castine					2	29.77	2	29.77
Bangor	1	34.59	8	670.72	2	21.08	11	726.39
Belfast			1	48.62	1	18.46	2	67.08
Waldoborough			3	753.98	2	65.18	5	819.16
Wiscasset			1	49.64			1	49.64
Bath			18	3,213.72	8	255.83	26	3,469.55
Portland and Falmouth			23	8,992.31	14	314.14	37	9,306.45
Saco			2	198.31			2	198.31
Kennebunk					1	14.89	1	14.89
Total	5	4,187.29	61	14,675.90	46	1,075.16	112	19,938.35
NEW HAMPSHIRE.								
Portsmouth			3	294.35	4	94.16	7	388.51
MASSACHUSETTS.								
Newburyport			6	698.82	5	101.68	11	800.50
Gloucester			2	110.78	5	135.23	7	246.01
Salem and Beverly			1	65.69	5	116.28	6	181.97
Marblehead					2	49.07	2	49.07
Boston and Charlestown	6	6,980.72	62	35,316.10	24	717.12	92	43,013.94
Plymouth			1	344.11			1	344.11
Barnstable			1	46.27			1	46.27
New Bedford	2	790.27	11	3,145.61	3	69.60	16	4,005.48
Fall River			17	22,252.82	1	23.93	18	22,276.75
Total	8	7,770.99	101	61,980.20	45	1,212.91	154	70,964.10

RHODE ISLAND.								
Providence			24	17,747.95	5	100.45	29	17,848.40
Bristol and Warren	1	106.45			2	18.29	3	124.74
Newport			15	2,338.57	3	72.33	18	2,410.90
Total	1	106.45	39	20,086.52	10	191.07	50	20,384.04
CONNECTICUT.								
Stonington			9	1,254.15	1	14.10	10	1,268.25
New London			32	17,442.10	5	125.20	37	17,567.30
Hartford			10	3,695.68	11	266.32	21	3,962.00
New Haven			36	8,433.71	12	272.31	48	8,706.02
Fairfield			30	5,765.91	10	206.19	40	5,972.10
Total			117	36,591.55	39	884.12	156	37,475.67
NEW YORK.								
New York	42	74,915.55	768	287,756.61	239	5,573.61	1,049	368,245.77
Sag Harbor			25	2,976.11	3	47.91	28	3,024.02
Total	42	74,915.55	793	290,732.72	242	5,621.52	1,077	371,269.79
NEW JERSEY.								
Newark			22	3,476.98	12	283.95	34	3,760.93
Perth Amboy			35	7,156.67	7	144.89	42	7,301.56
Little Egg Harbor			1	41.81			1	41.81
Great Egg Harbor			5	518.53	2	18.36	7	536.89
Bridgeton			5	777.03	1	31.97	6	809.00
Burlington			8	1,055.34	4	107.42	12	1,162.76
Total			76	13,026.36	26	586.59	102	13,612.95
PENNSYLVANIA.								
Philadelphia	16	22,199.00	177	53,194.47	76	1,676.89	269	77,070.36
DELAWARE.								
Delaware			18	3,396.89	9	149.64	27	3,546.53
MARYLAND.								
Baltimore			98	52,200.12	59	1,267.66	157	53,467.78
Annapolis			1	106.15			1	106.15
Eastern Maryland			3	229.73	1	23.95	4	253.68
Total			102	52,536.00	60	1,291.61	162	53,827.61

No. 58.—*Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED STEAM VESSELS** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED, under 20 tons.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Continued.								
DISTRICT OF COLUMBIA.								
Georgetown			21	8,751.71	13	302.15	34	9,053.86
VIRGINIA.								
Alexandria	1	80.64	6	302.66	3	44.96	10	428.26
Tappahannock			5	303.67			5	303.67
Richmond			7	1,047.26	8	150.69	15	1,197.95
Petersburgh			1	128.08	2	36.81	3	164.89
Yorktown			3	785.38	1	27.25	4	812.63
Norfolk and Portsmouth			37	4,696.63	22	470.12	59	5,166.75
Cherrystone			3	195.76			3	195.76
Total	1	80.64	62	7,459.44	36	729.83	99	8,269.91
NORTH CAROLINA.								
Albemarle			10	2,124.43	17	177.98	27	2,302.41
Pamlico			12	1,066.73	7	120.17	19	1,186.90
Beaufort			2	99.46			2	99.46
Wilmington			8	877.09	7	164.00	15	1,041.09
Total			32	4,167.71	31	462.15	63	4,629.86
SOUTH CAROLINA.								
Georgetown			8	790.85	4	69.00	12	859.85
Charleston			22	4,856.12	11	217.81	33	5,073.93
Beaufort			7	619.96	4	122.71	11	742.67
Total			37	6,266.93	19	409.52	56	6,676.45
GEORGIA.								
Savannah			23	21,473.36	9	213.51	32	21,686.87
Brunswick			11	1,571.76	6	110.39	17	1,682.15
Saint Mary's			1	34.27			1	34.27
Total			35	23,079.39	15	323.90	50	23,403.29

FLORIDA.								
Fernandina			1	67.30			1	67.30
Saint John's			30	4,609.92	11	202.39	41	4,812.31
Saint Augustine			2	259.59	1	12.71	3	272.30
Key West	6	1,991.88	7	1,393.99	6	167.24	19	3,553.11
Saint Mark's			6	662.41	4	72.06	10	734.47
Apalachicola			9	1,319.01	3	69.39	12	1,388.40
Pensacola			15	1,273.74	7	138.46	22	1,412.20
Total	6	1,991.88	70	9,585.96	32	662.25	108	12,240.09
ALABAMA.								
Mobile			47	6,052.42	6	97.81	53	6,150.23
MISSISSIPPI.								
Pearl River			5	722.47	3	91.93	8	814.40
LOUISIANA.								
New Orleans	12	11,358.70	11	17,650.37			23	29,009.07
Teche			18	1,206.42	14	233.48	32	1,439.90
Total	12	11,358.70	29	18,856.79	14	233.48	55	30,448.97
TEXAS.								
Galveston			24	2,653.48	7	147.59	31	2,801.07
Corpus Christi			2	157.80			2	157.80
Brazos de Santiago	3	273.61					3	273.61
Paso del Norte	2	424.50					2	424.50
Total	5	698.11	26	2,811.28	7	147.59	38	3,656.98
Total Atlantic and Gulf coasts	96	123,308.61	1,851	634,269.06	733	16,244.28	2,680	773,821.95
THE PACIFIC COAST.								
CALIFORNIA.								
San Diego			2	409.29	2	34.16	4	443.45
Wilmington			3	307.93			3	307.93
San Francisco	29	41,276.90	138	67,910.90	20	418.85	187	109,606.65
Humboldt			9	691.38			9	691.38
Total	29	41,276.90	152	69,319.50	22	453.01	203	111,049.41

No. 58.—*Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED STEAM-VESSELS** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED, under 20 tons.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE PACIFIC COAST—Continued.								
OREGON.								
Southern Oregon			5	394.06	6	144.02	11	538.08
Yaquina			7	3,295.92	3	36.92	10	3,332.84
Oregon			18	1,977.40	15	341.33	33	2,318.73
Willamette	1	278.15	68	31,940.93	14	288.87	83	32,507.95
Total	1	278.15	98	37,608.31	38	811.14	137	38,697.60
WASHINGTON.								
Puget Sound	55	8,323.63	19	1,820.17	12	248.94	86	10,392.74
ALASKA.								
Alaska			4	367.98	2	48.04	6	416.02
Total Pacific Coast	85	49,878.68	273	109,115.96	74	1,561.13	432	160,555.77
THE NORTHERN LAKES.								
VERMONT.								
Vermont			9	2,333.92			9	2,333.92
NEW YORK.								
Champlain			9	854.63			9	854.63
Oswegatchie			20	6,235.71			20	6,235.71
Cape Vincent			20	1,414.26			20	1,414.26
Oswego			18	1,839.07			18	1,839.07
Genesee			16	1,481.13			16	1,481.13
Niagara			5	1,694.14			5	1,694.14
Buffalo Creek			139	72,919.14			139	72,919.14
Dunkirk			1	23.50			1	23.50
Total			228	86,461.58			228	86,461.58

PENNSYLVANIA.								
Erie			27	27,651.80	2	27.18	29	27,678.98
OHIO.								
Cuyahoga			93	70,720.70			93	70,720.70
Sandusky			37	10,415.42			37	10,415.42
Miami			32	7,877.68			32	7,877.68
Total			162	89,013.80			162	89,013.80
MICHIGAN.								
Detroit			137	58,893.89			137	58,893.89
Huron			145	44,594.32			145	44,594.32
Superior			78	10,287.61			78	10,287.61
Michigan			168	16,628.74			168	16,628.74
Total			528	130,404.56			528	130,404.56
ILLINOIS.								
Chicago			137	22,605.98			137	22,605.98
WISCONSIN.								
Milwaukee			114	31,361.98			114	31,361.98
MINNESOTA.								
Duluth			18	536.76			18	536.76
Total Northern Lakes			1,223	390,370.38	2	27.18	1,225	390,397.56
THE WESTERN RIVERS.								
LOUISIANA.								
New Orleans	4	383.46	104	18,924.54	21	500.80	129	19,808.80
MISSISSIPPI.								
Natchez			3	303.23			3	303.23
Vicksburgh			25	2,628.56	5	94.83	30	2,723.39
Total			28	2,931.79	5	94.83	33	3,026.62
TENNESSEE.								
Memphis			72	14,738.94	10	162.73	82	14,901.67
Nashville			17	3,469.49			17	3,469.49
Chattanooga			17	3,546.92			17	3,546.92
Total			106	21,755.35	10	162.73	116	21,918.08

No. 58.—*Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED STEAM VESSELS** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED, under 20 tons.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE WESTERN RIVERS—Continued.								
KENTUCKY.								
Paducah	.....	.....	26	4,207.31	3	62.72	29	4,270.03
Louisville	.....	.....	51	12,120.21	4	56.37	55	12,176.58
Total	.....	.....	77	16,327.52	7	119.09	84	16,446.61
MISSOURI.								
Saint Louis	.....	.....	117	46,909.28	15	243.92	132	47,153.20
Kansas City	.....	.....	11	1,122.35	2	42.31	13	1,164.66
Saint Joseph	.....	.....	6	746.57	.....	.....	6	746.57
Total	.....	.....	134	48,778.20	17	286.23	151	49,064.43
NEBRASKA.								
Omaha	.....	.....	17	2,908.91	2	26.05	19	2,934.96
IOWA.								
Burlington	.....	.....	43	4,656.02	.....	.....	43	4,656.02
Dubuque	.....	.....	21	4,353.06	1	17.68	22	4,370.74
Total	.....	.....	64	9,009.08	1	17.68	65	9,026.76
MINNESOTA.								
Minnesota	.....	.....	45	6,440.81	4	64.12	49	6,504.93
WISCONSIN.								
La Crosse	.....	.....	42	3,613.92	3	41.10	45	3,655.02

ILLINOIS.								
Galena			25	3,039.05	1	7.80	26	3,046.85
INDIANA.								
Evansville			52	7,294.26	1	15.44	53	7,309.70
OHIO.								
Cincinnati			101	30,438.04	6	97.69	107	30,535.73
WEST VIRGINIA.								
Wheeling			103	11,848.08	6	103.13	109	11,951 21
PENNSYLVANIA.								
Pittsburgh			151	32,618.19	7	93.67	158	32,711.86
Total Western Rivers	4	383.46	1,049	215,927.74	91	1,630.36	1,144	217,941.56

SUMMARY.

Atlantic and Gulf Coasts	96	123,308.61	1,851	634,269.06	733	16,244.28	2,680	773,821.95
Pacific Coast	85	49,878.68	273	109,115.96	74	1,561.13	432	160,555.77
Northern Lakes			1,223	390,370.38	2	27.18	1,225	390,397.56
Western Rivers	4	383.46	1,049	215,927.74	91	1,630.36	1,144	217,941.56
Grand total	185	173,570.75	4,396	1,349,683.14	900	19,462.95	5,481	1,542,716.84

No. 59.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED IRON VESSELS** *of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.				ENROLLED.				LICENSED.		TOTAL.	
	PERMANENTLY.		TEMPORARILY.		PERMANENTLY.		TEMPORARILY.		UNDER 20 TONS.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS.												
MASSACHUSETTS.												
Boston and Charlestown	1	2,199.45	.....	.....	12	14,288.09	.....	.....	.....	.....	13	16,487.54
Fall River	.....	.....	.....	.....	1	3,483.66	.....	.....	.....	.....	1	3,483.66
Total	1	2,199.45	.....	.....	13	17,771.75	.....	.....	.....	.....	14	19,971.20
CONNECTICUT.												
New London	.....	.....	.....	.....	3	4,282.64	.....	.....	.....	.....	3	4,282.64
New Haven	.....	.....	.....	.....	5	1,563.58	.....	.....	.....	.....	5	1,563.58
Fairfield	.....	.....	.....	.....	1	1,098.31	.....	.....	.....	.....	1	1,098.31
Total	.....	.....	.....	.....	9	6,944.53	.....	.....	.....	.....	9	6,944.53
NEW YORK.												
New York	29	68,202.54	3	1,750.31	106	114,794.49	.....	.....	.....	.....	138	184,747.34
NEW JERSEY.												
Newark	.....	.....	.....	.....	2	246.25	.....	.....	.....	.....	2	246.25
Perth Amboy	.....	.....	.....	.....	5	792.88	.....	.....	.....	.....	5	792.88
Total	.....	.....	.....	.....	7	1,039.13	.....	.....	.....	.....	7	1,039.13
PENNSYLVANIA.												
Philadelphia	8	15,422.26	9	10,230.92	90	35,458.95	2	354.71	.....	.....	109	61,466.84
DELAWARE.												
Delaware	.....	.....	5	1,342.41	.....	.....	.....	.....	.....	.....	5	1,342.41

MARYLAND.												
Baltimore					47	31,420.25			4	101.24	51	31,521.49
DISTRICT OF COLUMBIA.												
Georgetown					5	2,251.60					5	2,251.60
VIRGINIA.												
Alexandria							1	573.47			1	573.47
Richmond					1	493.82			1	15.07	2	508.89
Yorktown					1	90.67					1	90.67
Norfolk and Portsmouth					8	1,007.78			2	52.88	10	1,060.66
Total					10	1,592.27	1	573.47	3	67.95	14	2,233.69
NORTH CAROLINA.												
Albemarle					3	1,132.13					3	1,132.13
Wilmington					3	382.07					3	382.07
Total					6	1,514.20					6	1,514.20
SOUTH CAROLINA.												
Charleston			1	730.00	5	906.46					6	1,636.46
GEORGIA.												
Savannah					10	19.014.48					10	19,014.48
Brunswick					2	168.72					2	168.72
Total					12	19,183.20					12	19,183.20
FLORIDA.												
Pensacola					8	780.13					8	780.13
LOUISIANA.												
New Orleans	8	8,647.85			11	17,650.37					19	26,298.22
TEXAS.												
Galveston					3	197.17					3	197.17
Total Atlantic and Gulf Coasts	46	94,472.10	18	14,053.64	332	251,504.50	3	928.18	7	169.19	406	361,127.61

No. 59.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED IRON VESSELS** *of the United States, June 30,* **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.				ENROLLED.				LICENSED.		TOTAL.	
	PERMANENTLY.		TEMPORARILY.		PERMANENTLY.		TEMPORARILY.		UNDER 20 TONS.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE PACIFIC COAST.												
CALIFORNIA.												
San Francisco	5	12,266.84	9	18,312.92	5	6,211.17	6	12,396.34	1	27.05	26	49,214.32
OREGON.												
Yaquina					3	3,061.07					3	3,061.07
Willamette					5	9,321.13	1	1,362.03			6	10,683.16
Total					8	12,382.20	1	1,362.03			9	13,744.23
Total Pacific Coast	5	12,266.84	9	18,312.92	13	18,593.37	7	13,758.37	1	27.05	35	62,958.55
THE NORTHERN LAKES.												
NEW YORK.												
Champlain					2	239.45					2	239.45
Buffalo Creek					12	14,365.17					12	14,365.17
Total					14	14,604.62					14	14,604.62
PENNSYLVANIA.												
Erie					7	10,674.91					7	10,674.91
OHIO.												
Cuyahoga					7	10,719.72					7	10,719.72
MICHIGAN.												
Detroit					7	7,920.95					7	7,920.95
Michigan					5	2,551.89					5	2,551.89
Total					12	10,472.84					12	10,472.84

ILLINOIS.												
Chicago					2	281.75					2	281.75
MINNESOTA.												
Duluth					1	37.68					1	37.68
Total Northern Lakes					43	46,791.52					43	46,791.52
THE WESTERN RIVERS.												
LOUISIANA.												
New Orleans			1	134.28	12	1,707.10	1	80.94	2	44.96	16	1,967.28
MISSISSIPPI.												
Natchez					1	44.49					1	44.49
TENNESSEE.												
Memphis					1	34.03			2	61.60	3	95.63
MISSOURI.												
Saint Louis					3	1,499.14					3	1,499.14
MINNESOTA.												
Minnesota					1	96.72					1	96.72
WISCONSIN.												
La Crosse					1	121.20					1	121.20
INDIANA.												
Evansville					1	56.37					1	56.37
PENNSYLVANIA.												
Pittsburgh					1	329.73					1	329.73
Total Western Rivers			1	134.28	21	3,888.78	1	80.94	4	106.56	27	4,210.56

SUMMARY.

Atlantic and Gulf Coasts	46	94,472.10	18	14,053.64	332	251.504.50	3	928.18	7	169.19	406	361,127.61
Pacific Coast	5	12,266.84	9	18,312.92	13	18,593.37	7	13,758.37	1	27.05	35	62,958.55
Northern Lakes					43	46,791.52					43	46,791.52
Western Rivers			1	134.28	21	3,888.78	1	80.94	4	106.56	27	4,210.56
Grand total	51	106,738.94	28	32,500.84	409	320,778.17	11	14,767.49	12	302.80	511	475.088.24

No. 60.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED STEAM IRON VESSELS** *of the United States, June* 30, **1887.**

[Reported by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS.								
MASSACHUSETTS.								
Boston and Charlestown	1	2,199.45	11	14,251.23	.....	.....	12	16,450.68
Fall River	....	.....	1	3,483.66	.....	.....	1	3,483.66
Total	1	2,199.45	12	17,734.89	.....	.....	13	19,934.34
CONNECTICUT.								
New London	....	.....	3	4,282.64	.....	.....	3	4,282.64
New Haven	....	.....	5	1,563.58	.....	.....	5	1,563.58
Fairfield	....	.....	1	1,098.31	.....	.....	1	1,098.31
Total	....	.....	9	6,944.53	.....	.....	9	6,944.53
NEW YORK.								
New York	31	67,919.97	104	114,674.90	.....	.....	135	182,594.87
NEW JERSEY.								
Newark	....	.....	2	246.25	.....	.....	2	246.25
Perth Amboy	....	.....	5	792.88	.....	.....	5	792.88
Total	....	.....	7	1,039.13	.....	.....	7	1,039.13
PENNSYLVANIA.								
Philadelphia	15	21,657.86	89	34,967.59	.....	.....	104	56,625.45
DELAWARE.								
Delaware	....	.....	5	1,342.41	.....	.....	5	1,342.41
MARYLAND.								
Baltimore	....	.....	47	31,420.25	4	101.24	51	31,521.49
DISTRICT OF COLUMBIA.								
Georgetown	....	.....	5	2,251.60	.....	.....	5	2,251.60
VIRGINIA.								
Richmond	....	.....	1	493.82	1	15.07	2	508.89
Yorktown	....	.....	1	90.67	.....	.....	1	90.67
Norfolk	....	.....	8	1,007.78	2	52.88	10	1,060.66
Total	....	.....	10	1,592.27	3	67.95	13	1,660.22
NORTH CAROLINA.								
Albemarle	....	.....	3	1,132.13	.....	.....	3	1,132.13
Wilmington	....	.....	3	382.07	.....	.....	3	382.07
Total	....	.....	6	1,514.20	.....	.....	6	1,514.20
SOUTH CAROLINA								
Charleston	....	.....	5	906.46	.....	.....	5	906.46
GEORGIA.								
Savannah	....	.....	10	19,014.48	.....	.....	10	19,014.48
Brunswick	....	.....	2	168.72	.....	.....	2	168.72
Total	....	.....	12	19,183.20	.....	.....	12	19,183.20

No. 60.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED STEAM IRON VESSELS** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Cont'd.								
FLORIDA.								
Pensacola	....	.....	8	780.13	.....	.....	8	780.13
LOUISIANA.								
New Orleans	8	8,647.85	11	17,650.37	.....	.....	19	26,298.22
TEXAS.								
Galveston	....	.....	3	197.17	.....	.....	3	197.17
Total Atlantic and Gulf coasts	55	100,425.13	333	252,199.10	7	169.19	395	352,793.42
THE PACIFIC COAST.								
CALIFORNIA.								
San Francisco	13	29,582.41	11	18,607.51	1	27.05	25	48,216.97
OREGON.								
Yaquina	....	.....	3	3,061.07	.....	.....	3	3,061.07
Willamette	....	.....	6	10,683.16	.....	.....	6	10,683.16
Total	....	.....	9	13,744.23	.....	.....	9	13,744.23
Total Pacific Coast	13	29,582.41	20	32,351.74	1	27.05	34	61,961.20
THE NORTHERN LAKES.								
NEW YORK.								
Champlain	....	.....	2	239.45	.....	.....	2	239.45
Buffalo Creek	....	.....	12	14,365.17	.....	.....	12	14,365.17
Total	....	.....	14	14,604.62	.....	.....	14	14,604.62
PENNSYLVANIA.								
Erie	....	.....	7	10,674.91	.....	.....	7	10,674.91
OHIO.								
Cuyahoga	....	.....	7	10,719.72	.....	.....	7	10,719.72
MICHIGAN.								
Detroit	...	.....	7	7,920.95	.....	.....	7	7,920.95
Michigan	....	.....	5	2,551.89	.....	.....	5	2,551.89
Total	....	.....	12	10,472.84	.....	.....	12	10,472.84
ILLINOIS.								
Chicago	....	.....	2	281.75	.....	.....	2	281.75
MINNESOTA.								
Duluth	....	.....	1	37.68	.....	.....	1	37.68
Total Northern Lakes	....	.....	43	46,791.52	.....	.....	43	46,791.52
THE WESTERN RIVERS.								
LOUISIANA.								
New Orleans	1	134.28	13	1,788.04	2	44.96	16	1,967.28
MISSISSIPPI.								
Natchez	....	.....	1	44.49	.....	.....	1	44.49

No. 60.—*Statement showing the Number and Tonnage of* **REGISTERED, ENROLLED,** *and* **LICENSED STEAM IRON VESSELS** *of the United States, June* 30, **1887.**

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	REGISTERED.		ENROLLED.		LICENSED.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Cont'd.								
TENNESSEE.								
Memphis	....	.....	1	34.03	2	61.60	3	95.63
MISSOURI.								
Saint Louis	....	.....	3	1,499.14	.....	.....	3	1,499.14
MINNESOTA.								
Minnesota	....	.....	1	96.72	.....	.....	1	96.72
WISCONSIN.								
La Crosse	....	.....	1	121.20	.....	.....	1	121.20
INDIANA.								
Evansville	....	.....	1	56.37	.....	.....	1	56.37
PENNSYLVANIA.								
Pittsburgh	....	.....	1	329.73	.....	.....	1	329.73
Total Western Rivers	1	134.28	22	3,969.72	4	106.56	27	4,210.56

SUMMARY.

Atlantic and Gulf coasts	55	100,425.13	333	252,199.10	7	169.19	395	352,793.42
Pacific Coast	13	29,582.41	20	32,351.74	1	27.05	34	61,961.20
Northern Lakes	...	.....	43	46,791.52	.....	.....	43	46,791.52
Western rivers	1	134.28	22	3,969.72	4	106.56	27	4,210.56
Grand total	69	130,141.82	418	335,312.08	12	302.80	499	465,756.70

No. 61.—*Statement showing the Class, Number, and Tonnage of* **IRON VESSELS** *of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS.						
MASSACHUSETTS.						
Boston and Charlestown	1	36.86	12	16,450.68	13	16,487.54
Fall River	.....	.....	1	3,483.66	1	3,483.66
Total	1	36.86	13	19,934.34	14	19,971.20
CONNECTICUT.						
New London	.....	.....	3	4,282.64	3	4,282.64
New Haven	.....	.....	5	1,563.58	5	1,563.58
Fairfield	.....	.....	1	1,098.31	1	1,098.31
Total	.....	.....	9	6,944.53	9	6,944.53
NEW YORK.						
New York	3	2,152.47	135	182,594.87	138	184,747.34
NEW JERSEY.						
Newark	.....	.....	2	246.25	2	246.25
Perth Amboy	.....	.....	5	792.88	5	792.88
Total	.....	.....	7	1,039.13	7	1,039.13
PENNSYLVANIA.						
Philadelphia	5	4,841.39	104	56,625.45	109	61,466.84
DELAWARE.						
Delaware	.....	.....	5	1,342.41	5	1,342.41
MARYLAND.						
Baltimore	.....	.....	51	31,521.49	51	31,521.49
DISTRICT OF COLUMBIA.						
Georgetown	.....	.....	5	2,251.60	5	2,251.60
VIRGINIA.						
Alexandria	1	573.47	.....	.....	1	573.47
Richmond	.....	.....	2	508.89	2	508.89
Yorktown	.....	.....	1	90.67	1	90.67
Norfolk	.....	.....	10	1,060.66	10	1,060.66
Total	1	573.47	13	1,660.22	14	2,233.69
NORTH CAROLINA.						
Albemarle	.....	.....	3	1,132.13	3	1,132.13
Wilmington	.....	.....	3	382.07	3	382.07
Total	.....	.....	6	1,514.20	6	1,514.20
SOUTH CAROLINA.						
Charleston	1	730.00	5	906.46	6	1,636.46
GEORGIA.						
Savannah	.....	.....	10	19,014.48	10	19,014.48
Brunswick	.....	.....	2	168.72	2	168.72
Total	.....	.....	12	19,183.20	12	19,183.20
FLORIDA.						
Pensacola	.....	.....	8	780.13	8	780.13

No. 61.—*Statement showing the Class, Number, and Tonnage of* **IRON VESSELS** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Continued.						
LOUISIANA.						
New Orleans	.....	.....	19	26,298.22	19	26,298.22
TEXAS.						
Galveston	.....	.....	3	197.17	3	197.17
Total Atlantic and Gulf Coasts	11	8,334.19	395	352,793.42	406	361,127.61
THE PACIFIC COAST.						
CALIFORNIA.						
San Francisco	1	997.35	25	48,216.97	26	49,214.32
OREGON.						
Yaquina	.....	.....	3	3,061.07	3	3,061.07
Willamette	.....	.....	6	10,683.16	6	10,683.16
Total	.....	.....	9	13,744.23	9	13,744.23
Total Pacific Coast	1	997.35	34	61,961.20	35	62,958.55
THE NORTHERN LAKES.						
NEW YORK.						
Champlain	.....	.....	2	239.45	2	239.45
Buffalo Creek	.....	.....	12	14,365.17	12	14,365.17
Total	.....	.....	14	14,604.62	14	14,604.62
PENNSYLVANIA.						
Erie	.....	.....	7	10,674.91	7	10,674.91
OHIO.						
Cuyahoga	.....	.....	7	10,719.72	7	10,719.72
MICHIGAN.						
Detroit	.....	.....	7	7,920.95	7	7,920.95
Michigan	.....	.....	5	2,551.89	5	2,551.89
Total	.....	.....	12	10,472.84	12	10,472.84
ILLINOIS.						
Chicago	.....	.....	2	281.75	2	281.75
MINNESOTA.						
Duluth	.....	.....	1	37.68	1	37.68
Total Northern Lakes	.....	.....	43	46,791.52	43	46,791.52
THE WESTERN RIVERS.						
LOUISIANA.						
New Orleans	.....	.....	16	1,967.28	16	1,967.28
MISSISSIPPI.						
Natchez	.....	.....	1	44.49	1	44.49
TENNESSEE.						
Memphis	.....	.....	3	95.63	3	95.63
MISSOURI.						
Saint Louis	.....	.....	3	1,499.14	3	1,499.14

No. 61.—*Statement showing the Class, Number, and Tonnage of* **IRON VESSELS** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMNTED.	SAILING VESSELS.		STEAM-VESSELS.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
THE WESTERN RIVERS—Continued.						
MINNESOTA.						
Minnesota	.....	.....	1	96.72	1	96.72
WISCONSIN.						
La Crosse	.....	.....	1	121.20	1	121.20
INDIANA.						
Evansville	.....	.....	1	56.37	1	56.37
PENNSYLVANIA.						
Pittsburgh	.....	.....	1	329.73	1	329.73
Total Western Rivers	.....	.....	27	4,210.56	27	4,210.56

SUMMARY.

Atlantic and Gulf Coasts	11	8,334.19	395	352,793.42	406	361,127.61
Pacific Coast	1	997.35	34	61,961.20	35	62,958.55
Northern Lakes	.....	.....	43	46,791.52	43	46,791.52
Western Rivers	.....	.....	27	4,210.56	27	4,210.56
Grand total	12	9,331.54	499	465,756.70	511	475,088.24

No. 62.—*Consolidated statement showing the* **NUMBER** *and* **TONNAGE** *of* **WOODEN** *and* **IRON VESSELS** *of the United States, June* 30, **1887.**

CLASS.	REGISTERED.		ENROLLED.		LICENSED.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Sailing vessels, wood	1,426	832,893.80	10,506	1,658,847.72	5,638	62,054.94	17,570	2,553,796.46
Sailing vessels, iron	10	9,097.96	2	233.58	.....	.....	12	9,331.54
Steam-vessels, wood	116	43,428.93	3,978	1,014,371.06	888	19,160.15	4,982	1,076,960.14
Steam-vessels, iron	69	130,141.82	418	335,312.08	12	302.80	499	465,756.70
Total	1,621	1,015,562.51	14,904	3,008,764.44	6,538	81,517.89	23,063	4,105,844.84
Total wooden vessels	1,542	876,322.73	14,484	2,673,218.78	6,526	81,215.09	22,552	3,630,756.60
Total iron vessels	79	139,239.78	420	335,545.66	12	302.80	511	475,088.24
Total	1,621	1,015,562.51	14,904	3,008,764.44	6,538	81,517.89	23,063	4,105,844.84

No. 63.—*Balance sheet of tonnage accounts, showing the* **INCREASE** *and* **DECREASE** *in the* **TONNAGE** *of* **REGISTERED ENROLLED,** *and* **LICENSED VESSELS** *of the United States from June* 30, **1886**, *to June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

Debit.	Registered.	Enrolled.	Licensed.	Total.	Credit.	Registered.	Enrolled.	Licensed.	Total.
To amount of tonnage sold to foreigners during the year ending June 30, 1887	20,238.23	1,795.46	88.41	22,122.10	By amount of tonnage as appears from general statement No. 1 for the year ending June 30, 1886	1,111,179.13	2,938,762.42	81,194.28	4,131,135.83
To amount of tonnage abandoned as unfit for service during the year ending June 30, 1887	7,298.69	24,460.24	1,616.17	33,375.10	By amount of tonnage of vessels built during year ending June 30, 1887	1,014.59	132,706.60	8,033.83	150,450.03
To amount of tonnage lost at sea during the year ending June 30, 1887	39,301.97	75,304.01	973.61	115,579.59	By amount of foreign tonnage wrecked and documented as vessels of the United States during the year ending June 30, 1887	9,709.60	7,171.84	.....	8,186.43
To amount of tonnage sold to the United States during the year ending June 30, 1887	.....	86.07	.....	86.07	By amount of tonnage purchased from the United States during the year ending June 30, 1887	.....	265.17	48.25	313.42
To balance as appears by general statement No. 1 for the year ending June 30, 1887	1,015,562.51	3,008,764.44	81,517.89	4,105,844.84	By amount on account of corrections of balances	.....	31,504.19	.....	31,504.19
To amount on account of correction of balances	39,501.92	.....	5,080.28	44,582.20					
Total	1,121,903.32	3,110,410.22	89,276.36	4,321,589.90	Total	1,121,903.32	3,110,410.22	89,276.36	4,321,589.90

No. 64.—*Balance sheet of tonnage accounts, showing the* **INCREASE** *and* **DECREASE** *in each* **CLASS** *of* **VESSELS** *from June* 30, **1886**, *to June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

REGISTERED VESSELS.

	Ships.	Barks.	Barkentines.	Brigs and brigantines.	Schooners.	Sloops.	Canal-boats.	Barges.	Steamers.	Total number.	Total tonnage.
There were built		2	2	1	9				7	21	9,709.60
There were wrecked foreign vessels documented		1			2					3	1,014.59
Balance in favor of decreased registered tonnage											95,616.62
Total		3	2	1	11				7	24	106,340.81
There were sold to foreigners	8	9		3	28				6	54	20,238.23
There were abandoned as unfit for service	1	4			8	3			4	20	7,298.69
There were lost at sea or wrecked	8	15	3	11	55	2			10	104	39,301.97
This amount on account of corrections of balances											39,501.92
Total	17	28	3	14	91	5			20	178	106,340.81

ENROLLED AND LICENSED VESSELS.

There were built			3		249	181	36	62	292	823	140,740.43
There were wrecked foreign vessels documented		1						3	4	14	7,171.84
There were United States vessels documented					1			1	3	5	313.42
This amount on account of corrections of balances											26,423.91
Total		1	3		256	181	36	66	299	842	174,649.60
There were sold to foreigners					11			2	10	23	1,883.87
There were abandoned as unfit for service	1			2	135	73	25	12	89	337	26,076.41
There were lost at sea or wrecked		4	2	3	279	33	34	10	87	452	76,277.62
There were sold to the United States									1	1	86.07
Balance in favor of increased, enrolled, and licensed tonnage											70,325.63
Total	1	4	2	5	425	106	59	24	187	813	174,649.60
The decreased registered tonnage brought down											95,616.62
The increased, enrolled, and licensed tonnage brought down											70,325.63
Total decreased tonnage											25,290.99

No. 65.—*Statement showing the amount of* **REGISTERED, ENROLLED,** *and* **LICENSED SAIL** *and* **STEAM TONNAGE,** *constituting the total* **MERCHANT MARINE** *of the United States, from* **1789** *to* **1886.**

[Prepared by the Bureau of Navigation.]

YEAR ENDING—	REGISTERED VESSELS.			ENROLLED VESSELS.			LICENSED VESSELS. Under 20 tons.			TOTAL MERCHANT MARINE.			Annual increase or decrease(—) per cent.
	SAIL.	STEAM.	TOTAL.	SAIL.	STEAM.	TOTAL.	SAIL.	STEAM.	TOTAL.	SAIL.	STEAM.	TOTAL.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Dec. 31, 1789	123, 893	.....	123, 893	77, 669	.....	77, 669	.....	.....	.....	201, 562	.....	201, 562	.....
1790	346, 254	.....	346, 254	132, 123	.....	132, 123	.....	.....	.....	478, 377	.....	478, 377	137. 33
1791	363, 110	.....	363, 110	139, 036	.....	139, 036	.....	.....	.....	502, 146	.....	502, 146	4. 96
1792	411, 438	.....	411, 438	153, 019	.....	153, 019	.....	.....	.....	564, 457	.....	564, 457	12. 40
1793	367, 734	.....	367, 734	143, 827	.....	143, 827	9, 203	.....	9, 203	520, 764	.....	520, 764	— 7. 74
1794	438, 863	.....	438, 863	167, 228	.....	167, 228	22, 527	.....	22, 527	628, 618	.....	628, 618	20. 71
1795	529, 471	.....	529, 471	192, 846	.....	192, 846	25, 648	.....	25, 648	747, 965	.....	747, 965	19. 00
1796	576, 733	.....	576, 733	226, 297	.....	226, 297	28, 870	.....	28, 870	831, 900	.....	831, 900	11. 22
1797	597, 777	.....	597, 777	248, 587	.....	248, 587	30, 548	.....	30, 548	876, 912	.....	876, 912	5. 41
1798	603, 376	.....	603, 376	263, 584	.....	263, 584	31, 368	.....	31, 368	898, 328	.....	898, 328	2. 44
1799	662, 197	.....	662, 197	245, 429	.....	245, 429	31, 782	.....	31, 782	939, 408	.....	939, 408	4. 57
1800	669, 921	.....	669, 921	268, 254	.....	268, 254	34, 317	.....	34, 317	972, 492	.....	972, 492	3. 52
1801	632, 907	.....	632, 907	278, 271	.....	278, 271	36, 398	.....	36, 398	947, 576	.....	947, 576	— 2. 56
1802	560, 381	.....	560, 381	294, 111	.....	294, 111	37, 614	.....	37, 614	892, 106	.....	892, 106	— 5. 85
1803	597, 157	.....	597, 157	313, 235	.....	313, 235	38, 780	.....	38, 780	949, 172	.....	949, 172	6. 39
1804	672, 530	.....	672, 530	330, 251	.....	330, 251	39, 623	.....	39, 623	1, 042, 404	.....	1, 042, 404	1. 00
1805	749, 341	.....	749, 341	350, 743	.....	350, 743	40, 283	.....	40, 283	1, 140, 367	.....	1, 140, 367	9. 40
1806	808, 285	.....	808, 285	361, 059	.....	361, 059	39, 393	.....	39, 393	1, 208, 737	.....	1, 208, 737	5. 99
1807	848, 307	.....	848, 307	379, 787	.....	379, 787	40, 454	.....	40, 454	1, 268, 548	.....	1, 268, 548	4. 95
1808	769, 054	.....	769, 054	432, 006	.....	432, 006	41, 535	.....	41, 535	1, 242, 595	.....	1, 242, 595	— 2. 04
1809	910, 059	.....	910, 059	398, 184	.....	398, 184	42, 039	.....	42, 039	1, 350, 282	.....	1, 350, 282	8. 66
1810	984, 269	.....	984, 269	397, 704	.....	397, 704	42, 810	.....	42, 810	1, 424, 783	.....	1, 424, 783	5. 51
1811	768, 852	.....	768, 852	420, 674	.....	420, 674	42, 976	.....	42, 976	1, 232, 502	.....	1, 232, 502	—13. 49
1812	760, 624	.....	760, 624	465, 945	.....	465, 945	43, 428	.....	43, 428	1, 269, 997	.....	1, 269, 997	2. 95
1813	674, 853	.....	674, 853	445, 449	.....	445, 449	46, 326	.....	46, 326	1, 166, 628	.....	1, 166, 628	— 8. 14
1814	674, 633	.....	674, 633	435, 139	.....	435, 139	49, 437	.....	49, 437	1, 159, 209	.....	1, 159, 209	— 0. 63
1815	854, 295	.....	854, 295	462, 807	.....	462, 807	51, 026	.....	51, 026	1, 368, 128	.....	1, 368, 128	18. 02
1816	800, 760	.....	800, 760	519, 026	.....	519, 026	52, 433	.....	52, 433	1, 372, 219	.....	1, 372, 219	0. 29
1817	809, 725	.....	809, 725	535, 798	.....	535, 798	54, 389	.....	54, 389	1, 399, 912	.....	1, 399, 912	2. 02
1818	606, 089	.....	606, 089	562, 307	.....	562, 307	56, 789	.....	56. 789	1, 225, 185	.....	1, 225, 185	—12. 48
1819	612, 930	.....	612, 930	589, 288	.....	589, 288	58, 534	.....	58, 534	1, 260, 752	.....	1, 260, 752	2. 90
1820	619, 048	.....	619, 048	600, 977	.....	600, 977	60, 142	.....	60, 142	1, 280, 167	.....	1, 280, 167	1. 54
1821	619, 896	.....	619, 896	612, 712	.....	612, 712	66, 350	.....	66, 350	1, 298, 958	.....	1, 298, 958	1. 47
1822	628, 150	.....	628, 150	634, 619	.....	634, 619	61, 930	.....	61, 930	1, 324, 699	.....	1, 324, 699	1. 98

1823	639, 921	.....	639, 921	609, 156	24, 879	634, 035	62, 610	.....	62, 610	1, 311, 687	24, 879	1, 336, 566	0. 89
1824	669, 973	.....	669, 973	636, 032	21, 610	657, 642	61, 548	.....	61, 548	1, 367, 553	21, 610	1, 389, 163	3. 94
1825	700, 788	.....	700, 788	634, 838	23, 061	657, 899	64, 424	.....	64, 424	1, 400, 050	23, 061	1, 423, 111	2. 44
1826	737, 978	.....	737, 978	696, 123	34, 059	730, 182	66, 031	.....	66, 031	1, 500, 132	34, 059	1, 534, 191	7. 80
1827	747, 170	.....	747, 170	766, 788	40, 198	806, 986	66, 451	.....	66, 451	1, 580, 409	40, 198	1, 620, 607	5. 63
1828	812, 619	.....	812, 619	822, 753	39, 418	862, 171	66, 602	.....	66, 602	1, 701, 974	39, 418	1, 741, 392	7. 45
1829	650, 143	.....	650, 143	534, 320	54, 037	588, 357	22, 298	.....	22, 298	1, 206, 761	54, 037	1, 260, 798	—27. 60
1830	575, 056	1, 419	576, 475	528, 394	63, 053	591, 447	23, 854	.....	23, 854	1, 127, 304	64, 472	1, 191, 776	— 5. 47
1831	619, 575	877	620, 452	551, 449	68, 568	620, 087	27, 377	.....	27, 377	1, 198, 401	69, 445	1, 267, 846	6. 38
1832	686, 809	181	686, 990	633, 056	90, 633	723, 689	28, 771	.....	28, 771	1, 348, 636	90, 814	1, 439, 450	13. 53
1833	749, 482	545	750, 027	723, 890	101, 306	825, 196	30, 928	.....	30, 928	1, 504, 300	101, 851	1, 606. 151	11. 59
1834	857, 098	340	857, 438	746, 908	122, 474	869, 382	32, 087	.....	32, 087	1, 636, 093	122, 814	1, 758, 907	9. 51
Sept. 30, 1835 (nine months)	885, 482	340	885, 822	784, 138	122, 474	906, 612	32, 507	.....	32, 507	1, 702, 127	122, 814	1, 824, 941	3. 75
1836	897, 321	454	897, 775	807, 425	145, 102	952, 527	31, 800	.....	31, 800	1, 736, 546	145, 556	1, 882, 102	3. 13
1837	809, 343	1, 104	810, 447	897, 350	153, 661	1, 051, 011	35, 228	.....	35, 228	1, 741, 921	154, 765	1, 896, 686	0. 77
1838	819, 801	2, 791	822, 592	943, 367	190, 632	1, 133, 999	39, 049	.....	39, 049	1, 802, 217	193, 423	1, 995, 640	5. 22
1839	829, 096	5, 149	834, 245	1, 032, 023	189, 879	1, 221, 902	40, 332	.....	40, 332	1, 901, 451	195, 028	2, 096. 479	5. 05
1840	895, 610	4, 155	899, 765	1, 042, 676	198, 184	1, 240, 860	40, 139	.....	40, 139	1, 978, 425	202, 339	2, 180, 764	4. 02
1841	945, 057	746	945, 803	973, 571	174, 342	1, 147, 913	37, 028	.....	37, 028	1, 955, 656	175, 088	2, 130, 744	— 2. 30
1842	970, 658	4, 701	975, 359	859, 619	225, 050	1, 084, 669	32, 363	.....	32, 363	1, 862, 640	229, 751	2, 092, 391	— 1. 80
June 30, 1843 (nine months)	1, 003, 932	5, 373	1, 009, 305	883, 534	231, 494	1, 115, 028	34, 270	.....	34, 270	1, 921, 736	236, 867	2, 158, 603	3. 16
1844	1, 061, 855	6, 910	1, 068, 765	908, 268	265, 270	1, 173, 538	37, 793	.....	37, 793	2, 007, 916	272, 180	2, 280, 096	5. 63
1845	1, 088, 680	6, 492	1, 095, 172	962, 817	319, 527	1, 282, 344	39, 486	.....	39, 486	2, 090, 983	326, 019	2, 417, 002	6. 00
1846	1, 124, 000	6, 287	1, 130, 287	1, 057, 684	341, 606	1, 399, 290	32, 508	.....	32, 508	2, 214, 192	347, 893	2, 562, 085	6. 00
1847	1, 235, 682	5, 631	1, 241, 313	1, 155, 042	399, 210	1, 554, 252	43, 481	.....	43, 481	2, 434, 205	404, 841	2, 839, 046	10. 81
1848	1, 344, 819	16, 068	1, 360, 887	1, 335, 809	411, 823	1, 747, 632	45, 523	.....	45, 523	2, 726, 151	427, 891	3, 154, 042	11. 09
1849	1, 418, 072	20, 870	1, 438, 942	1, 406, 710	441, 525	1, 848, 235	46, 839	.....	46, 839	2, 871, 621	462, 395	3, 334, 016	5. 71
1850	1, 540, 769	44, 942	1, 586, 711	1, 418, 550	481, 005	1, 899, 555	50, 188	.....	50, 188	3, 009, 507	525, 947	3, 535, 454	6. 04
1851	1, 663, 917	62, 390	1, 726, 307	1, 471, 116	521, 217	1, 992, 333	53, 799	.....	53, 799	3, 188, 832	582, 607	3, 772, 439	6. 70
1852	1, 819, 744	79, 704	1, 899, 448	1, 619, 691	563, 536	2, 183, 227	55, 765	.....	55, 765	3, 495, 200	643, 240	4, 138, 440	9. 70
1853	2, 013, 154	90, 520	2, 103, 674	1, 728, 524	514, 098	2, 242, 622	60, 714	.....	60, 714	3, 802, 392	604, 618	4, 407, 010	6. 49
1854	2, 238, 783	95, 036	2, 333, 819	1, 829, 564	581, 571	2, 411, 135	57, 948	.....	57, 948	4, 126, 295	676, 607	4, 802, 902	8. 96
1855	2, 420, 091	115, 045	2, 535, 136	1, 960, 491	655, 240	2, 615, 731	61, 134	.....	61, 134	4, 441, 716	770, 285	5, 212, 001	8. 52
1856	2, 401, 688	89, 815	2, 491, 403	1, 754, 524	583, 362	2, 337, 886	42, 364	.....	42, 364	4, 198, 576	673, 077	4, 871, 653	— 6. 53
1857	2, 377, 095	86, 873	2, 463, 968	1, 814, 459	618, 911	2, 433, 370	43, 505	.....	43, 505	4, 235, 059	705, 784	4, 940, 843	1. 42
1858	2, 421, 715	78, 027	2, 499, 742	1, 850, 723	651, 363	2, 502, 086	47, 980	.....	47, 980	4, 320, 418	729, 390	5, 049, 808	2. 20
1859	2, 414, 654	92, 748	2, 507, 402	1, 910 962	676, 005	2, 586, 967	50, 669	.....	50, 669	4, 376, 285	768, 753	5, 145, 038	1. 90
1860	2, 448, 941	97, 296	2, 546, 237	1, 982, 297	770. 641	2, 752, 938	54, 693	.....	54, 693	4, 485, 931	867, 937	5, 353, 868	4. 06
1861	2, 540, 020	102, 608	2, 642, 628	2, 064, 803	774, 596	2, 839, 399	57, 786	.....	57, 786	4, 662, 609	877, 204	5, 539, 813	3. 47
1862	2, 177, 253	113, 998	2, 291, 251	2, 175, 540	596, 465	2, 772, 005	48, 908	.....	48, 908	4, 401, 701	710, 463	5, 112, 164	— 7. 72
1863	1, 892, 899	133, 215	2, 026, 114	2, 633, 889	442, 304	3, 076, 193	52, 749	.....	52, 749	4, 579, 537	575, 519	5, 155, 056	0. 84
1864	1, 459, 888	122, 006	1, 581, 894	2, 496, 517	855, 954	3, 352, 471	52, 035	.....	52, 035	4, 008, 440	977, 960	4, 986, 400	— 3. 27
1865	1, 504, 575	98, 008	1, 602, 583	2, 484, 962	969, 131	3, 454, 093	40, 106	.....	40, 106	4, 029, 643	1, 067, 139	5, 096, 782	2. 21
1866	1, 294, 637	198, 289	1, 492, 926	1, 893, 314	885, 223	2, 778, 537	39, 315	.....	39, 315	3, 227, 266	1, 083, 512	4, 310, 778	—15. 42
1867	1, 369, 917	198, 115	1, 568, 032	1, 701, 593	993, 765	2, 695, 358	41, 097	.....	41, 097	3, 112, 607	1, 191, 880	4, 304, 487	— 0. 14
1868	1, 343, 793	221, 939	1, 565, 732	1, 758, 025	975, 142	2, 733, 167	50, 526	2, 334	52, 860	3, 152, 344	1, 199, 415	4, 351, 759	1. 10
1869	1, 353, 170	213, 252	1, 566, 422	1, 638, 692	887, 401	2, 526, 093	49, 211	2, 915	52, 126	3, 041, 073	1, 103, 568	4, 144, 641	4. 76
1870	1, 324, 256	192, 544	1, 516, 800	1, 798, 418	879, 522	2, 677, 940	48, 738	3, 029	51, 767	3, 171, 412	1, 075, 095	4, 246, 507	2. 41
1871	1, 244, 228	180, 914	1, 425, 142	1, 901, 731	903, 543	2, 805, 274	49, 011	3, 180	52, 191	3, 194, 970	1, 087, 637	4, 282, 607	0. 85
1872	1, 232, 982	177, 666	1, 410, 648	2, 041, 347.	929, 962	2, 971, 309	51, 865	3, 925	55, 790	3, 326, 194	1, 111, 553	4, 437, 747	3. 62
1873	1, 229, 865	193, 423	1, 423, 288	2, 257, 498	958, 417	3, 215, 915	52, 221	4, 603	56, 824	3, 539, 584	1, 156, 443	4, 696, 027	5. 82
1874	1, 233, 678	195, 245	1, 428, 923	2, 326, 577	985, 569	3, 312, 146	54, 787	4, 796	59, 583	3, 615, 042	1, 185, 610	4, 800, 652	2. 23

No. 65.—*Statement showing the amount of* **REGISTERED, ENROLLED,** *and* **LICENSED SAIL** *and* **STEAM TONNAGE,** *constituting the total* **MERCHANT MARINE** *of the United States, from* **1789** *to* **1887**—Continued.

YEAR ENDING—	REGISTERED VESSELS.			ENROLLED VESSELS.			LICENSED VESSELS Under 20 tons.			TOTAL MERCHANT MARINE.			Annual increase or decrease (—) per cent.
	SAIL.	STEAM.	TOTAL.	SAIL.	STEAM.	TOTAL.	SAIL.	STEAM.	TOTAL.	SAIL.	STEAM.	TOTAL.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
June 30, 1875	1,362,138	191,689	1,553,857	2,266,584	971,806	3,238,390	56,342	5,173	61,515	3,685,064	1,168,668	4,853,732	1.10
1876	1,394,594	198,227	1,592,821	1,656,504	968,300	2,624,804	55,988	5,845	61,833	3,107,086	1,172,372	4,279,458	—11.83
1877	1,421,060	190,133	1,611,193	1,592,834	975,033	2,567,867	57,509	6,031	63,540	3,071,403	1,171,197	4,242,600	— 0.86
1878	1,458,209	170,838	1,629,047	1,528,979	990,382	2,519,361	57,899	6,458	64,357	3,045,087	1,167,678	4,212,765	— 0.70
1879	1,335,210	156,323	1,491,533	1,598,793	1,012,810	2,611,603	59,426	7,039	66,465	2,993,429	1,176,172	4,169,601	— 1.02
1880	1,206,206	146,604	1,352,810	1,590,766	1,058,587	2,649,353	59,504	6,367	65,871	2,856,476	1,211,558	4,068,034	— 2.43
1881	1,182,817	152,769	1,335,586	1,551,246	1,105,958	2,657,204	58,673	6,274	64,947	2,792,736	1,264,998	4,057,734	— 0.25
1882	1,137,724	154,570	1,292,294	1,612,837	1,194,383	2,807,220	59,545	6,873	66,418	2,810,107	1,355,826	4,165,933	2.66
1883	1,130,190	171,905	1,302,095	1,630,831	1,227,739	2,858,570	61,272	13,550	74,822	2,822,293	1,413,194	4,235,487	1.67
1884	1,120,033	184,188	1,304,221	1,623,196	1,263,332	2,886,528	62,091	18,389	80,480	2,805,320	1,465,909	4,271,229	0.84
1885	1,101,593	186,406	1,287,999	1,606,578	1,289,995	2,896,573	62,846	18,516	81,362	2,771,017	1,494,917	4,265,934	— 0.12
1886	934,546	176,633	1,111,179	1,611,181	1,327,582	2,938,763	62,425	18,769	81,194	2,608,152	1,522,984	4,131,136	— 3.16
1887	841,992	173,571	1,015,563	1,659,081	1,349,683	3,008,764	62,055	19,463	81,518	2,563,128	1,542,717	4,105,845	— 0.61

No. 66.—*Statement showing the Number and Tonnage of* **SAILING VESSELS, STEAM-VESSELS, CANAL-BOATS,** *and* **BARGES** *in each* **CUSTOMS DISTRICT** *of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		CANAL-BOATS.		BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS.										
MAINE.										
Passamaquoddy	148	13,155.16	13	4,647.42	.....	.....	.....	.....	161	17,802.58
Machias	176	16,395.59	4	88.75	.....	.....	1	121.64	181	16,605.98
Frenchman's Bay	222	13,222.41	8	520.94	.....	.....	.....	.....	230	13,743.35
Castine	231	12,737.80	2	29.77	.....	.....	.....	.....	233	12,767.57
Bangor	145	20,622.93	11	726.39	.....	.....	1	237.73	157	21,587.05
Belfast	185	33,423.52	2	67.08	.....	.....	.....	.....	187	33,490.60
Waldoborough	336	69,596.67	5	819.16	.....	.....	.....	.....	341	70,415.83
Wiscasset	129	8,267.24	1	49.64	.....	.....	.....	.....	130	8,316.88
Bath	216	124,552.13	26	3,469.55	.....	.....	6	4,058.61	248	132,080.29
Portland and Falmouth	286	75,207.58	37	9,306.45	.....	.....	.....	.....	323	84,514.03
Saco	15	1,399.17	2	198.31	.....	.....	.....	.....	17	1,597.48
Kennebunk	29	3,142.28	1	14.89	.....	.....	.....	.....	30	3,157.17
York	9	302.70	.....	.....	.....	.....	.....	.....	9	302.70
Total	2,127	392,025.18	112	19,938.35	.....	.....	8	4,417.98	2,247	416,381.51
NEW HAMPSHIRE.										
Portsmouth	58	10,047.34	7	388.51	.....	.....	.....	.....	65	10,435.85
MASSACHUSETTS.										
Newburyport	25	12,265.33	11	800.50	.....	.....	2	86.86	38	13,152.69
Gloucester	472	32,321.99	7	246.01	.....	.....	.....	.....	479	32,568.00
Salem and Beverly	45	4,574.83	6	181.97	.....	.....	.....	.....	51	4,756.80
Marblehead	33	2,304.02	2	49.07	.....	.....	.....	.....	35	2,353.09
Boston and Charlestown	532	202,488.41	92	43,013.94	.....	.....	4	4,362.00	628	249,864.35
Plymouth	24	1,209.27	1	344.11	.....	.....	.....	.....	25	1,553.38
Barnstable	296	27,834.77	1	46.27	.....	.....	.....	.....	297	27,881.04
Nantucket	15	457.94	.....	.....	.....	.....	.....	.....	15	457.94
Edgartown	20	985.36	.....	.....	.....	.....	.....	.....	20	985.36
New Bedford	182	32,374.04	16	4,005.48	.....	.....	.....	.....	198	36,379.52
Fall River	74	24,952.61	18	22,276.75	.....	.....	9	3,715.29	101	50,944.65
Total	1,718	341,768.57	154	70,964.10	.....	.....	15	8,164.15	1,887	420,896.82

No. 66.—*Statement showing the Number and Tonnage of* **SAILING VESSELS, STEAM-VESSELS, CANAL-BOATS,** *and* **BARGES** *in each* **CUSTOMS DISTRICT** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		CANAL-BOATS.		BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Continued.										
RHODE ISLAND.										
Providence	77	10,598.62	29	17,848.40	.....	.....	3	1,046.30	109	29,493.32
Bristol and Warren	24	1,242.80	3	124.74	.....	.....	.....	.....	27	1,367.54
Newport	88	3,633.93	18	2,410.90	.....	.....	.....	.....	106	6,044.83
Total	189	15,475.35	50	20,384.04	.....	.....	3	1,046.30	242	36,905.69
CONNECTICUT.										
Stonington	96	4,244.35	10	1,268.25	.....	.....	.....	.....	106	5,512.60
New London	124	13,564.67	37	17,567.30	.....	.....	17	4,901.98	178	36,033.95
Hartford	45	4,801.20	21	3,962.00	.....	.....	19	3,859.75	85	12,622.95
New Haven	98	21,559.58	48	8,706.02	123	17,327.34	.....	.....	269	47,592.94
Fairfield	125	5,197.83	40	5,972.10	.....	.....	2	297.27	167	11,467.20
Total	488	49,367.63	156	37,475.67	123	17,327.34	38	9,059.00	805	113,229.64
NEW YORK.										
New York	2,230	442,839.58	1,049	368,245.77	193	19,537.27	514	102,488.89	3,986	933,111.51
Sag Harbor	211	10,846.45	28	3,024.02	.....	.....	1	781.30	240	14,651.77
Total	2,441	453,686.03	1,077	371,269.79	193	19,537.27	515	103,270.19	4,226	947,763.28
NEW JERSEY.										
Newark	39	2,905.19	34	3,760.93	.....	.....	.....	.....	73	6,666.12
Perth Amboy	279	15,264.74	42	7,301.56	1	278.69	54	16,406.14	376	39,251.13
Little Egg Harbor	47	3,904.86	1	41.81	.....	.....	.....	.....	48	3,946.67
Great Egg Harbor	132	16,787.46	7	536.89	.....	.....	.....	.....	139	17,324.35
Bridgeton	421	18,901.39	6	809.00	.....	.....	.....	.....	427	19,710.39
Burlington	24	1,594.82	12	1,162.76	.....	.....	.....	.....	36	2,757.58
Total	942	59,358.46	102	13,612.95	1	278.69	54	16,406.14	1,099	89,656.24

PENNSYLVANIA.										
Philadelphia	524	129,867.22	269	77,070.36	44	5,821.86	34	8,513.03	871	221,272.47
DELAWARE.										
Delaware	161	12,834.96	27	3,546.53	.....	.....	.....	.....	188	16,381.49
MARYLAND.										
Baltimore	1,034	62,516.67	157	53,467.78	.....	.....	9	2,207.58	1,200	118,192.03
Annapolis	148	3,108.82	1	106.15	.....	.....	.....	.....	149	3,214.97
Eastern Maryland	874	19,022.38	4	253.68	.....	.....	.....	.....	878	19,276.06
Total	2,056	84,647.87	162	53,827.61	.....	.....	9	2,207.58	2,227	140,683.06
DISTRICT OF COLUMBIA.										
Georgetown	41	1,300.84	34	9,053.86	.....	.....	2	742.35	77	11,097.05
VIRGINIA.										
Alexandria	56	3,139.97	10	428.26	.....	.....	.....	.....	66	3,568.23
Tappahannock	140	3,608.10	5	303.67	.....	.....	.....	.....	145	3,911.77
Richmond	47	4,845.08	15	1,197.95	.....	.....	.....	.....	62	6,043.03
Petersburgh	3	30.02	3	164.89	.....	.....	.....	.....	6	194.91
Yorktown	219	5,906.83	4	812.63	.....	.....	1	814.90	224	7,534.36
Norfolk and Portsmouth	379	12,209.49	59	5,166.75	.....	.....	.....	.....	438	17,376.24
Cherrystone	345	5,695.87	3	195.76	.....	.....	.....	.....	348	5,891.63
Total	1,189	35,435.36	99	8,269.91	.....	.....	1	814.90	1,289	44,520.17
NORTH CAROLINA.										
Albemarle	50	696.18	27	2,302.41	.....	.....	.....	.....	77	2,998.59
Pamlico	99	1,916.05	19	1,186.90	.....	.....	.....	.....	118	3,102.95
Beaufort	99	1,745.26	2	99.46	.....	.....	.....	.....	101	1,844.72
Wilmington	37	3,751.37	15	1,041.09	.....	.....	.....	.....	52	4,792.46
Total	285	8,108.86	63	4,629.86	.....	.....	.....	.....	348	12,738.72
SOUTH CAROLINA.										
Georgetown	9	1,203.42	12	859.85	.....	.....	.....	.....	21	2,063.27
Charleston	141	4,447.58	33	5,073.93	.....	.....	.....	.....	174	9,521.51
Beaufort	10	209.44	11	742.67	.....	.....	.....	.....	21	952.11
Total	160	5,860.44	56	6,676.45	.....	.....	.....	.....	216	12,536.89

No. 66.—*Statement showing the Number and Tonnage of* **SAILING VESSELS, STEAM-VESSELS, CANAL-BOATS,** *and* **BARGES** *in each* **CUSTOMS DISTRICT** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICT IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		CANAL-BOATS.		BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Continued.										
GEORGIA.										
Savannah	57	2,119.32	32	21,686.87	.....	.....	.....	.....	89	23,806.19
Brunswick	26	6,483.68	17	1,682.15	.....	.....	.....	.....	43	8,165.83
Saint Mary's	2	544.61	1	34.27	.....	.....	.....	.....	3	578.88
Total	85	9,147.61	50	23,403.29	.....	.....	.....	.....	135	32,550.90
FLORIDA.										
Fernandina	13	3,518.50	1	67.30	.....	.....	.....	.....	14	3,585.80
Saint John's	19	2,497.08	41	4,812.31	.....	.....	.....	.....	60	7,309.39
Saint Augustine	8	133.27	3	272.30	.....	.....	.....	.....	11	405.57
Key West	167	3,570.37	19	3,553.11	.....	.....	.....	.....	186	7,123.48
Saint Mark's	36	603.86	10	734.47	.....	.....	1	31.47	47	1,369.80
Apalachicola	28	2,264.31	12	1,388.40	.....	.....	.....	.....	40	3,652.71
Pensacola	125	12,529.62	22	1,412.20	.....	.....	.....	.....	147	13,941.82
Total	396	25,117.01	108	12,240.09	.....	.....	1	31.47	505	37,388.57
ALABAMA.										
Mobile	63	3,136.09	53	6,150.23	.....	.....	9	538.04	125	9.824.36
MISSISSIPPI.										
Pearl River	148	8,697.19	8	814.40	.....	.....	.....	.....	156	9,511.59
LOUISIANA.										
New Orleans	314	41,233.41	23	29,009.07	.....	.....	.....	.....	337	40,242.48
Teche	75	1,341.79	32	1,439.90	.....	.....	.....	.....	107	2,781.69
Total	389	12,575.20	55	30,448.97	.....	.....	.....	.....	444	43,024.17

TEXAS.										
Galveston	147	5,414.30	31	2,801.07			6	981.23	184	9,196.64
Saluria	15	211.75							15	211.75
Corpus Christi	24	842.81	2	157.80			2	222.90	28	1,223.51
Brazos de Santiago	6	144.20	3	273.61					9	417.81
Paso del Norte			2	424.50					2	424.50
Total	192	6,613.10	38	3,656.98			8	1,204.13	238	11,474.21
Total Atlantic and Gulf Coasts	13,652	1,665,070.31	2,680	773,821.95	361	42,965.16	697	156,415.26	17,390	2,638,272.6
THE PACIFIC COAST.										
CALIFORNIA.										
San Diego	17	2,076.19	4	443.45					21	2,519.64
Wilmington	12	1,429.71	3	307.93					15	1,737.64
San Francisco	616	137,093.00	187	109,606.65					803	246,699.65
Humboldt	16	2,443.98	9	691.38					25	3,135.36
Total	661	143,042.88	303	114,049.41					864	254,092.29
OREGON.										
Southern Oregon	1	16.31	11	538.08					12	554.39
Yaquina			10	3,332.84					10	3,332.84
Oregon	32	1,033.76	33	2,318.73					65	3,352.49
Willamette	10	6,541.04	83	32,507.95			8	5,972.98	101	45,021.97
Total	43	7,591.11	137	38,697.60			8	5,972.98	188	52,261.69
WASHINGTON.										
Puget Sound	79	39,067.86	86	10,392.74					165	49,460.60
ALASKA.										
Alaska	13	214.45	6	416.02					19	630.47
Total Pacific Coast	796	189,916.30	432	160,555.77			8	5,972.98	1,236	356,445.05
THE NORTHERN LAKES.										
VERMONT.										
Vermont	11	932.65	9	2,333.92	11	1,103.92			31	4,370.49

No. 66.—*Statement showing the Number and Tonnage of* **SAILING VESSELS, STEAM-VESSELS, CANAL-BOATS,** *and* **BARGES** *in each* **CUSTOMS DISTRICT** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		CANAL-BOATS.		BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE NORTHERN LAKES—Continued.										
NEW YORK.										
Champlain	23	1,479.11	9	854.63	423	40,609.05	2	326.46	457	42,269.25
Oswegatchie	8	659.22	20	6,235.71	.....	.....	16	3,174.77	44	10,069.70
Cape Vincent	32	2,667.41	20	1,414.26	.....	.....	.....	.....	52	4,081.67
Oswego	26	7,786.75	18	1,839.07	80	10,215.64	.....	.....	124	19,841.46
Genesee	5	988.19	16	1,481.13	1	128.01	.....	.....	22	2,597.33
Niagara	9	2,284.02	5	1,694.14	.....	.....	.....	.....	14	3,978.16
Buffalo Creek	28	13,845.44	139	72,919.14	33	4,306.39	25	6,347.83	225	97,418.80
Dunkirk	1	24.16	1	23.50	1	124.15	.....	.....	3	171.81
Total	132	29,734.30	228	86,461.58	538	55,383.24	43	9,849.06	941	181,428.18
PENNSYLVANIA.										
Erie	6	2,803.94	29	27,678.98	.....	.....	.....	.....	35	30,482.92
OHIO.										
Cuyahoga	111	52,795.00	93	70,720.70	.....	.....	1	372.88	205	123,888.58
Sandusky	38	13,318.88	37	10,415.42	.....	.....	1	289.40	76	24,023.70
Miami	27	8,343.19	32	7,877.68	.....	.....	4	1,679.40	63	17,900.27
Total	176	74,457.07	162	89,013.80	.....	.....	6	2,341.68	344	165,812.55
MICHIGAN.										
Detroit	140	42,012.43	137	58,893.89	.....	.....	8	2,125.94	285	103,032.26
Huron	209	50,718.56	145	44,594.32	.....	.....	23	6,759.56	377	102,072.44
Superior	27	6,804.00	78	10,287.61	.....	.....	.....	.....	105	17,091.61
Michigan	129	12,560.63	168	16,628.74	.....	.....	3	571.99	300	29,761.36
Total	505	112,095.62	528	130,404.56	.....	.....	34	9,457.49	1,067	251,957.67
ILLINOIS.										
Chicago	219	49,814.07	137	22,605.98	.....	.....	.....	.....	356	72,420.05

WISCONSIN.										
Milwaukee	236	45,153.30	114	31,361.98					350	76,515.28
MINNESOTA.										
Duluth	1	88.03	18	536.76			1	109.70	20	734.49
Total Northern Lakes	1,286	315,078.98	1,225	390,397.56	549	56,487.16	84	21,757.93	3,144	783,721.63
THE WESTERN RIVERS.										
LOUISIANA.										
New Orleans			129	19,808.80					129	19,808.80
MISSISSIPPI.										
Natchez			3	303.23					3	303.23
Vicksburg			30	2,723.39					30	2,723.39
Total			33	3,026.62					33	3,026.62
TENNESSEE.										
Memphis			82	14,901.67					82	14,901.67
Nashville			17	3,469.49					17	3,469.49
Chattanooga			17	3,546.92					17	3,546.92
Total			116	21,918.08					116	21,918.08
KENTUCKY.										
Paducah			29	4,270.03					29	4,270.03
Louisville			55	12,176.58					55	12,176.58
Total			84	16,446,61					84	16,446.61
MISSOURI.										
Saint Louis			132	47,153.20			118	106,675.96	250	153,829.16
Kansas City			13	1,164.66					13	1,164.66
Saint Joseph			6	746.57					6	746.57
Total			151	49,064.43			118	106,675.96	269	155,740.39
NEBRASKA.										
Omaha			19	2,934.96					19	2,934.96

No. 66.—*Statement showing the Number and Tonnage of* **SAILING VESSELS, STEAM-VESSELS, CANAL-BOATS,** *and* **BARGES** *in each* **CUSTOMS DISTRICT** *of the United States, June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		CANAL-BOATS.		BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE NORTHERN LAKES—Continued.										
IOWA.										
Burlington	.....	.....	43	4,656.02	.....	.....	9	526.36	52	5,182.35
Dubuque	.....	.....	22	4,370.74	.....	.....	.....	.....	22	4,370.74
Total	.....	.....	65	9,026.76	.....	.....	9	526.33	74	9,553.09
MINNESOTA.										
Minnesota	.....	.....	49	6,504.93	.....	.....	16	1,767.94	65	8,272.87
WISCONSIN.										
La Crosse	.....	.....	45	3,655.02	.....	.....	3	277.76	48	3,932.78
ILLINOIS.										
Galena	.....	.....	26	3,046.85	.....	.....	2	124.00	28	3,170.85
INDIANA.										
Evansville	.....	.....	53	7,309.70	.....	.....	.....	.....	53	7,309.70
OHIO.										
Cincinnati	.....	.....	107	30,535.73	.....	.....	.....	.....	107	30,535.73
WEST VIRGINIA.										
Wheeling	.....	.....	109	11,951.21	.....	.....	.....	.....	109	11,951.21
PENNSYLVANIA.										
Pittsburgh	1	91.93	158	32,711.86	.....	.....	.....	.....	159	32,803.79
Total Western Rivers	1	91.93	1,144	217,941.56	.....	.....	148	109,371.99	1,293	327,405.48

SUMMARY.

Atlantic and Gulf Coasts	13,652	1,665,070.31	2,680	773,828.95	361	42,965.16	697	156,415.26	17,390	2,638,272.68
Pacific Coast	796	189,916.30	432	160,555.77	.....	.....	8	5,972.98	1,236	356,445.05
Northern Lakes	1,286	315,078.98	1,225	390,397.56	549	56,487.16	84	21,757.93	3,144	783,721.63
Western Rivers	1	91.93	1,144	217,941.56	.....	.....	148	109,371.99	1,293	327,405.48
Grand total	15,735	2,170,157.52	5,481	1,542,716.84	910	99,452.32	937	293,518.16	23,063	4,105,844.84

No. 67.—*Statement showing the Number and Tonnage of* **SAILING VESSELS, STEAM-VESSELS, CANAL-BOATS,** *and* **BARGES** *in each of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND TERRITORIES IN WHICH DOCUMENTED.	SAILING VESSELS.		STEAM-VESSELS.		CANAL-BOATS.		BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Maine	2,127	392,025.18	112	19,938.35	.....	.....	8	4,417.98	2,247	416,381.51
New Hampshire	58	10,047.34	7	388.51	.....	.....	.....	.....	65	10,435.85
Vermont	11	932.65	9	2,333.92	11	1,103.92	.....	.....	31	4,370.49
Massachusetts	1,718	341,768.57	154	70,964.10	.....	.....	15	8,164.15	1,887	420,896.82
Rhode Island	189	15,475.35	50	20,384.04	.....	.....	3	1,046.30	242	36,905.69
Connecticut	488	49,367.63	156	37,475.67	123	17,327.34	38	9,059.00	805	113,229.64
New York	2,573	483,420.33	1,305	457,731.37	731	74,920.51	558	113,119.25	5,167	1,129,191.46
New Jersey	942	59,358.46	102	13,612.95	1	278.69	54	16,406.14	1,099	89,656.24
Pennsylvania	531	132,763.09	456	137,461.20	44	5,821.86	34	8,513.03	1,065	284,559.18
Delaware	161	12,834.96	27	3,546.53	.....	.....	.....	.....	188	16,381.49
Maryland	2,056	84,647.87	162	53,827.61	.....	.....	9	2,207.58	2,227	140,683.06
District of Columbia	41	1,300.84	34	9,053.86	.....	.....	2	742.35	77	11,097.05
Virginia	1,189	35,435.36	99	8,269.91	.....	.....	1	814.90	1,289	44,520.17
North Carolina	285	8,108.86	63	4,629.86	.....	.....	.....	.....	348	12,738.72
South Carolina	160	5,860.44	56	6,676.45	.....	.....	.....	.....	216	12,536.89
Georgia	85	9,147.61	50	23,403.29	.....	.....	.....	.....	135	32,550.90
Florida	396	25,117.01	108	12,240.09	.....	.....	1	31.47	505	37,388.57
Alabama	63	3,136.09	53	6,150.23	.....	.....	9	538.04	125	9,824.36
Mississippi	148	8,697.19	41	3,841.02	.....	.....	.....	.....	189	12,538.21
Louisiana	389	12,575.20	184	50,257.77	.....	.....	.....	.....	573	62,832.97
Texas	192	6,613.10	38	3,656.98	.....	.....	8	1,204.13	238	11,474.21
Tennessee	.....	.....	116	21,918.08	.....	.....	.....	.....	116	21,918.08
Kentucky	.....	.....	84	16,446.61	.....	.....	.....	.....	84	16,446.61
Missouri	.....	.....	151	49,064.43	.....	.....	118	106,675.96	269	155,740.39
Nebraska	.....	.....	19	2,934.96	.....	.....	.....	.....	19	2,934.96
Iowa	.....	.....	65	9,026.76	.....	.....	9	526.33	74	9,553.09
Minnesota	1	88.03	67	7,041.69	.....	.....	17	1,877.64	85	9,007.36
Wisconsin	236	45,153.30	159	35,017.00	.....	.....	3	277.76	398	80,448.06
Michigan	505	112,095.62	528	130,404.56	.....	.....	34	9,457.49	1,067	251,957.67
Illinois	219	49,814.07	163	25,652.83	.....	.....	2	124.00	384	75,590.90
Indiana	.....	.....	53	7,309.70	.....	.....	.....	.....	53	7,309.70
Ohio	176	74,457.07	269	119,549.53	.....	.....	6	2,341.68	451	196,348.28
West Virginia	.....	.....	109	11,951.21	.....	.....	.....	.....	109	11,951.21
California	661	143,042.88	203	111,049.41	.....	.....	.....	.....	864	254,092.29
Oregon	43	7,591.11	137	38,697.60	.....	.....	8	5,972.98	188	52,261.69
Washington	79	39,067.86	86	10,392.74	.....	.....	.....	.....	165	49,460.60
Alaska	13	214.45	6	416.02	.....	.....	.....	.....	19	630.47
Total	15,735	2,170,157.52	5,481	1,542,716.84	910	99,452.32	937	293,518.16	23,063	4,105,844.84

SUMMARY.

Atlantic and Gulf Coasts	13,652	1,665,070.31	2,680	773,821.95	361	42,965.16	697	156,415.26	17,390	2,638,272.68
Pacific Coast	796	189,916.30	432	160,555.77	.....	.....	8	5,972.98	1,236	356,445.05
Northern Lakes	1,286	315,078.98	1,225	390,397.56	549	56,487.16	84	21,757.93	3,144	783,721.63
Western Rivers	1	91.93	1,144	217,941.56	.....	.....	148	109,371.99	1,293	327,405.48
Grand total	15,735	2,170,157.52	5,481	1,542,716.84	910	99,452.32	937	293,518.16	23,063	4,105,844.84

No. 68.—*A Classification according to* **SIZE,** *of the* **VESSELS** *composing the* **SAILING** *and* **STEAM TONNAGE** *of the entire Sea-board of the United States, June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

SAILING VESSELS.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	CLASS 0* 5 to 20 tons.		CLASS 1. 20 to 100 tons.		CLASS 2. 100 to 200 tons.		CLASS 3. 200 to 300 tons.		CLASS 4. 300 to 400 tons.		CLASS 5. 400 to 500 tons.		CLASS 6. 500 to 1,000 tons.		CLASS 7. 1,000 to 2,500 tons.		CLASS 8. 2,500 and over.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS.																				
MAINE.																				
Passamaquoddy	34	422.16	58	3,781.49	51	6,927.51	2	431.97	1	344.00	1	464.32	1	783.71	....	.....	....	.....	148	13,155.16
Machias	28	363.45	89	4,804.05	45	6,034.85	5	1,160.66	6	2,226.94	1	432.16	2	1,373.48	....	.....	....	.....	176	16,395.59
Frenchman's Bay	38	455.38	153	8,625.21	29	3,704.35	2	437.47	....	.....	....	.....	....	.....	....	.....	....	.....	222	13,222.41
Castine	59	711.98	145	7,453.93	23	3,143.51	2	471.43	1	354.57	....	.....	1	602.38	....	.....	....	.....	231	12,737.80
Bangor	10	115.19	57	3,841.32	53	7,714.09	15	3,648.18	5	1,753.52	1	408.68	3	1,749.27	1	1,392.68	....	.....	145	20,622.93
Belfast	39	432.23	88	5,333.24	24	3,521.17	8	2,084.37	6	2,220.08	4	1,715.88	8	5,508.99	8	12,607.56	....	.....	185	33,423.52
Waldoborough	78	926.23	125	6,668.82	69	9,449.44	21	5,169.61	8	2,792.22	4	1,673.32	12	7,540.12	19	35,376.91	....	.....	336	69,596.67
Wiscasset	55	661.24	65	3,714.83	5	710.26	1	256.72	....	.....	....	.....	2	1,397.59	1	1,526.60	....	.....	129	8,267.24
Bath	49	615.41	34	1,937.72	20	3,072.07	12	3,046.43	8	2,722.15	11	5,038.78	26	17,037.35	56	91,082.22	....	.....	216	124,552.13
Portland and Falmouth	57	796.26	116	6,493.94	17	2,331.37	10	2,539.82	12	4,189.44	21	9,423.30	35	22,770.44	18	26,663.01	....	.....	286	75,207.58
Saco	5	41.72	4	238.91	3	416.23	3	702.31	....	.....	....	.....	....	.....	....	.....	....	.....	15	1,399.17
Kennebunk	7	59.82	20	997.98	1	159.92	....	.....	....	.....	....	.....	....	.....	1	1,924.56	....	.....	29	3,142.28
York	3	29.16	6	273.54	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	9	302.70
Total	462	5,630.23	960	54,164.98	340	47,184.77	81	19,948.97	47	16,602.92	43	19,156.44	90	58,763.33	104	170,573.54	....	.....	2,127	392,025.18
NEW HAMPSHIRE.																				
Portsmouth	11	149.07	29	1,384.21	5	711.24	5	1,339.81	2	718.28	1	405.63	2	1,276.92	3	4,062.18	....	.....	58	10,047.34
MASSACHUSETTS.																				
Newburyport	6	67.11	7	311.43	3	460.54	....	.....	1	308.85	....	.....	1	597.59	7	10,519.81	....	.....	25	12,265.33
Gloucester	56	654.85	381	26,774.79	31	3,485.24	1	263.29	2	673.19	1	470.63	....	.....	....	.....	....	.....	472	32,321.99
Salem and Beverly	16	211.59	12	721.52	12	1,865.94	3	666.10	1	301.24	....	.....	1	808.44	....	.....	....	.....	45	4,574.83
Marblehead	10	104.58	20	966.93	....	.....	....	.....	1	327.43	2	905.08	....	.....	....	.....	....	.....	33	2,304.02
Boston and Charlestown	16	190.74	151	8,600.47	51	7,313.84	39	9,848.17	58	20,585.16	63	28,818.54	118	80,295.03	36	46,836.46	....	.....	532	202,488.41
Plymouth	9	115.47	11	675.31	4	418.49	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	24	1,209.27

Barnstable	64	791.97	158	10,539.82	52	7,069.68	5	1,235.25	5	1,754.74	5	2,217.55	7	4,225.76	....	.....	....	.....	296	27,834.77
Nantucket	11	71.60	3	198.34	1	188.00	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	15	457.94
Edgartown	12	152.49	4	147.60	3	383.82	....	.....	1	301.45	....	.....	....	.....	....	.....	....	.....	20	985.39
New Bedford	49	526.46	28	1,741.40	34	4,846.17	21	5,129.25	39	13,296.02	5	2,151.85	4	2,358.25	2	2,324.64	....	.....	182	32,374.04
Fall River	15	171.00	11	616.80	12	1,545.92	3	616.22	3	1,050.78	4	1,873.28	25	17,853.72	1	1,224.89	....	.....	74	24,952.61
Total	264	3,057.86	786	51,294.41	203	27,577.64	72	17,758.28	111	38,598.86	80	36,436.93	156	106,138.79	46	60,905.80	....	.....	1,718	341,768.57
RHODE ISLAND.																				
Providence	43	417.49	6	309.67	5	711.45	9	2,289.07	5	1,719.61	3	1,279.40	5	2,716.86	1	1,155.07	....	.....	77	10,598.62
Bristol and Warren	16	155.07	5	290.10	2	459.68	....	.....	1	337.95	....	.....	....	.....	....	.....	....	.....	24	1,242.80
Newport	60	680.09	20	830.75	5	669.85	....	.....	2	744.55	....	.....	1	708.69	....	.....	....	.....	88	3,633.93
Total	119	1,252.65	31	1,430.52	12	1,840.98	9	2,289.07	8	2,802.11	3	1,279.40	6	3,425.55	1	1,155.07	....	.....	189	15,475.35
CONNECTICUT.																				
Stonington	57	547.95	30	1,436.27	5	699.17	....	.....	3	1,079.21	1	481.75	....	.....	....	.....	....	.....	96	4,244.35
New London	45	600.30	47	2,223.90	15	2,339.91	4	992.97	3	981.28	3	1,267.61	5	3,143.40	2	2,015.30	....	.....	124	13,564.67
Hartford	4	41.31	17	1,155.27	23	3,313.70	1	290.92	....	.....	....	.....	....	.....	....	.....	....	.....	45	4,801.20
New Haven	32	380.86	20	991.36	11	1,661.96	2	505.06	9	3,225.77	6	2,583.29	18	12,211.28	....	.....	....	.....	98	21,559.58
Fairfield	83	830.45	34	1,914.09	4	558.50	1	288.02	1	338.31	....	.....	2	1,268.46	....	.....	....	.....	125	5,197.83
Total	221	2,400.87	148	7,720.89	58	8,573.24	8	2,076.97	16	5,624.57	10	4,332.65	25	16,623.14	2	2,015.30	....	.....	488	49,367.63
NEW YORK.																				
New York	675	6,929.07	851	42,785.73	158	23,096.54	97	23,913.11	90	31,522.02	94	42,193.79	152	99,821.66	111	167,365.67	2	5,211.99	2,230	442,839.58
Sag Harbor	132	1,282.43	59	2,689.54	8	1,117.85	3	758.26	2	712.58	2	926.37	5	3,359.42	....	.....	....	.....	211	10,846.45
Total	807	8,211.50	910	45,475.27	166	24,214.39	100	24,671.37	92	32,234.60	96	43,120.16	157	103,181.08	111	167,365.67	2	5,211.99	2,441	453,686.03
NEW JERSEY.																				
Newark	3	26.02	28	1,563.25	7	1,076.90	1	239.02	....	.....	....	.....	....	.....	....	.....	....	.....	39	2,905.19
Perth Amboy	160	1,554.78	85	3,223.24	12	1,645.35	7	1,714.45	5	1,728.17	2	964.13	8	4,434.62	....	.....	....	.....	279	15,264.74
Little Egg Harbor	23	309.89	9	273.79	2	283.89	13	3,037.29	....	.....	....	.....	....	.....	....	.....	....	.....	47	3,964.86
Great Egg Harbor	52	657.06	38	1,741.29	7	1,024.53	11	2,665.41	8	2,900.30	10	4,466.16	6	3,332.71	....	.....	....	.....	132	16,787.46
Bridgeton	232	2,805.85	153	5,303.02	11	1,834.53	9	2,197.96	9	3,371.26	4	1,762.29	3	1,626.48	....	.....	....	.....	421	18,901.39
Burlington	9	121.46	4	136.88	11	1,336.48	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	24	1,594.82
Total	479	5,475.06	317	12,241.47	50	7,201.68	41	9,854.13	22	7,999.73	16	7,192.58	17	9,393.81	....	.....	....	.....	942	59,358.46
PENNSYLVANIA.																				
Philadelphia	74	951.88	147	5,802.38	50	7,761.65	71	17,719.81	71	25,151.87	46	20,722.24	51	30,313.00	14	21,444.39	....	.....	524	129,867.22
DELAWARE.																				
Delaware	39	459.37	80	4,174.19	28	4,023.78	9	2,358.65	4	1,360.14	1	458.83	....	.....	....	.....	....	.....	161	12,834.96

No. 68.—*A Classification according to* **SIZE** *of the* **VESSELS** *composing the* **SAILING** *and* **STEAM TONNAGE** *of the entire Sea-board of the United States, June* 30, **1887**—Continued.

SAILING VESSELS—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	CLASS 0 5 to 20 tons.		CLASS 1. 20 to 100 tons.		CLASS 2. 100 to 200 tons.		CLASS 3. 200 to 300 tons.		CLASS 4. 300 to 400 tons.		CLASS 5. 400 to 500 tons.		CLASS 6. 500 to 1,000 tons.		CLASS 7. 1,000 to 2,500 tons.		CLASS 8. 2,500 and over.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ATLANTIC AND GULF COASTS—Cont'd.																				
MARYLAND.																				
Baltimore	401	4,540.40	545	23,978.43	31	4,204.81	8	2,023.18	12	4,325.43	18	8,038.43	16	10,643.40	3	4,762.59	....	.....	1,034	62,516.67
Annapolis	94	1,052.81	54	2,056.01	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	148	3,108.82
Eastern Maryland	560	6,327.67	312	12,489.38	2	205.33	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	874	19,622.38
Total	1,055	11,920.88	911	38,523.82	33	4,410.14	8	2,023.18	12	4,325.43	18	8,038.43	16	10,643.40	3	4,762.59	....	.....	2,056	84,647.87
DISTRICT OF COLUMBIA.																				
Georgetown	22	252.84	18	849.90	1	198.10	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	41	1,300.84
VIRGINIA.																				
Alexandria	27	338.34	26	1,048.24	....	.....	....	.....	....	.....	2	999.74	1	753.65	....	.....	....	.....	56	3,139.97
Tappahannock	69	825.69	71	2,782.41	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	140	3,608.10
Richmond	15	176.72	21	980.49	2	378.54	4	1,017.77	2	676.09	1	443.35	2	1,172.12	....	.....	....	.....	47	4,845.08
Petersburgh	3	30.02	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	3	30.02
Yorktown	155	1,606.43	59	1,917.62	1	100.60	....	.....	1	344.86	1	468.11	2	1,469.21	....	.....	....	.....	219	5,906.83
Norfolk and Portsmouth	299	2,914.34	62	2,480.56	7	990.58	2	469.06	4	1,362.12	1	423.24	3	1,952.93	1	1,616.66	....	.....	379	12,209.49
Cherrystone	252	2,577.07	93	3,118.80	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	345	5,695.87
Total	820	8,468.61	332	12,328.12	10	1,469.72	6	1,486.83	7	2,383.07	5	2,334.44	8	5,347.91	1	1,616.66	....	.....	1,189	35,435.36
NORTH CAROLINA.																				
Albemarle	41	384.43	9	311.75	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	50	696.18
Pamlico	81	880.74	14	593.28	4	442.03	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	99	1,916.05
Beaufort	81	871.75	18	873.51	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	99	1,745.26
Wilmington	11	163.38	15	501.97	4	732.61	4	961.75	....	.....	2	881.35	1	510.31	....	.....	....	.....	37	3,751.37
Total	214	2,300.30	56	2,280.51	8	1,174.64	4	961.75	....	.....	2	881.35	1	510.31	....	.....	....	.....	285	8,108.68

SOUTH CAROLINA.																				
Georgetown	5	71.43					3	688.44			1	443.55							9	1,203.42
Charleston	101	1,219.15	35	1,125.25			2	551.69	1	367.85	1	453.64	1	730.00					141	4,447.58
Beaufort	6	49.51	4	159.93															10	209.44
Total	112	1,340.09	39	1,285.18			5	1,240.13	1	367.85	2	897.19	1	730.00					160	5,860.44
GEORGIA.																				
Savannah	34	391.52	20	686.66			1	279.66	1	334.30	1	427.18							57	2,119.32
Brunswick	5	67.27	8	349.77	2	475.75			3	1,219.13	3	1,338.32	5	3,033 44					26	6,483.68
Saint Mary's			1	22.62									1	521.99					2	544.61
Total	39	458.79	29	1,059.05	2	475.75	1	279.66	4	1,553.43	4	1,765.50	6	3,555.43					85	9,147.61
FLORIDA.																				
Fernandina	1	7.87	2	55.59	3	729.85			3	959.43	3	1,223.83	1	541.93					13	3,518.50
Saint John's	6	89.33	5	142.42			6	1,609.59	2	655.74									19	2,497.08
Saint Augustine	6	66.27	2	67.00															8	133.27
Key West	134	1,507.28	28	1,157.28	4	569.93			1	335.88									167	3,570.37
Saint Mark's	35	373.86					1	230.00											36	603.86
Apalachicola	20	181.10	3	89.05			1	272.87	2	741.40	1	475.08	1	504.81					28	2,264.31
Pensacola	59	696.53	45	1,643.51	2	328.41	1	277.67	5	1,841.26	4	1,824.86	8	4,894.08	1	1,023.30			125	12,529.62
Total	261	2,922.24	85	3,154.85	9	1,628.19	9	2,390.13	13	4,533.71	8	3,523.77	10	5,940.82	1	1,023.30			396	25,117.01
ALABAMA.																				
Mobile	45	472.44	12	546.00	2	324.29	1	292.84			1	442.15	2	1,058.37					63	3,136.09
MISSISSIPPI.																				
Pearl River	72	849.36	58	6,032.67	5	732.91	7	1,761.89			3	1,342.19	3	1,978.17					148	8,697.19
LOUISIANA.																				
New Orleans	237	2,307.58	62	1,854.23	4	499.13	3	811.25	3	1,138.49	1	430.66	2	1,489.68	2	2,702.39			314	11,233.41
Teché	55	504.64	19	736.35	1	100.80													75	1,341.79
Total	292	2,812.22	81	2,590.58	5	599.93	3	811.25	3	1,138.49	1	430.66	2	1,489.68	2	2,702.39			389	12,275.20
TEXAS.																				
Galveston	95	1,054.92	44	1,638.58	1	177.54	1	272.66	4	1,351.95	2	918.69							147	5,414.34
Saluria	12	110.09	3	101.66															15	211.75
Corpus Christi	14	167.14	9	409.74			1	265.93											24	842.81
Brazos de Santiago	1	9.12	5	135.08															6	144.20
Total	122	1,341.27	61	2,285.06	1	177.54	2	538.59	4	1,351.95	2	918.69							192	6,613.10
Total Atlantic and Gulf Coasts	5,530	60,727.53	5,090	250,624.06	988	140,280.58	442	109,803.31	417	146,747.01	342	153,679.23	553	360,369.71	288	437,626.89	2	5,211.99	13,652	1,665,070.31

No. 68.—*A Classification according to* **SIZE** *of the* **VESSELS** *composing the* **SAILING** *and* **STEAM TONNAGE** *of the entire Sea-board of the United States, June 30,* **1887**—Continued.

SAILING VESSELS—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	CLASS 0. 5 to 20 tons.		CLASS 1. 20 to 100 tons.		CLASS 2. 100 to 200 tons.		CLASS 3. 200 to 300 tons.		CLASS 4. 300 to 400 tons.		CLASS 5. 400 to 500 tons.		CLASS 6. 500 to 1,000 tons.		CLASS 7. 1,000 to 2,000 tons.		CLASS 8. 2,500 and over.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
PACIFIC COAST.																				
CALIFORNIA.																				
San Diego	10	117.65	5	161.14	....	.....	....	.....	....	.....	....	.....	1	588.46	1	1,208.94	....	.....	17	2,076.19
Wilmington	8	88.61	....	.....	....	.....	3	729.45	....	.....	....	.....	1	611.65	....	.....	....	.....	12	1,429.71
San Francisco	84	1,116.27	268	12,104.20	85	12,812.00	58	14,666.56	40	14,094.84	16	7,026.28	28	19,984.33	37	55,288.52	....	.....	616	137,093.00
Humboldt	6	93.09	....	.....	4	730.03	5	1,305.92	1	314.94	....	.....	....	.....	....	.....	....	.....	16	2,443.98
Total	108	1,415.62	273	12,265.34	89	13,542.03	66	16,701.93	41	14,409.78	16	7,026.28	30	21,184.44	38	56,497.46	....	.....	661	143,042.88
OREGON.																				
Southern Oregon	1	16.31	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	1	16.31
Oregon	17	169.24	13	419.83	1	107.75	....	.....	1	336.94	....	.....	....	.....	....	.....	....	.....	32	1,033.76
Willamette	2	30.10	....	.....	1	113.63	1	263.59	....	.....	....	.....	3	2,332.45	3	3,801.27	....	.....	10	6,541.04
Total	20	215.65	13	419.83	2	221.38	1	263.59	1	336.94	....	.....	3	2,332.45	3	3,801.27	....	.....	43	7,591.11
WASHINGTON.																				
Puget Sound	13	132.50	22	770.37	....	.....	....	.....	2	762.22	3	1,446.48	22	15,781.59	17	20,174.70	....	.....	79	39,067.86
ALASKA.																				
Alaska	10	119.06	3	95.39	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	13	214.45
Total Pacific Coast	151	1,882.83	311	13,550.93	91	13,763.41	67	16,965.52	44	15,508.94	19	8,472.76	55	39,298.48	58	80,473.43	....	.....	796	189,916.30

STEAM VESSELS.

THE ATLANTIC AND GULF COAST.																				
MAINE.																				
Passamaquoddy	7	157.74	2	80.80			1	282.68							3	4,126.20			13	4,647.42
Machias	4	88.75																	4	88.75
Frenchman's Bay	5	109.32	2	136.07			1	275.55											8	520.94
Castine	2	29.77																	2	29.77
Bangor	2	21.08	8	416.17			1	289.14											11	726.39
Belfast	1	18.46	1	48.62															2	67.08
Waldoborough	2	65.18	2	296.82							1	457.16							5	819.16
Wiscasset			1	49.64															1	49.64
Bath	8	255.83	11	690.27	5	701.73					1	408.29			1	1,413.43			26	3,469.55
Portland and Falmouth	14	314.14	10	577.71	4	653.56	2	538.74					3	2,603.15	4	4,619.15			37	9,306.45
Saco			1	43.48	1	154.83													2	198.31
Kennebunk	1	14.89																	1	14.89
Total	46	1,075.16	38	2,339.58	10	1,510.12	5	1,386.11			2	865.45	3	2,603.15	8	10,158.78			112	19,938.35
NEW HAMPSHIRE.																				
Portsmouth	4	94.16	2	135.04	1	159.31													7	388.51
MASSACHUSETTS.																				
Newburyport	5	101.68	3	144.94	2	290.13	1	263.75											11	800.50
Gloucester	5	135.23	2	110.78															7	246.01
Salem and Beverly	5	116.28	1	65.69															6	181.97
Marblehead	2	49.07																	2	49.07
Boston and Charlestown.	24	717.12	22	1,323.98	7	968.08	2	590.52	5	1,836.87	7	3,324.27	6	3,553.26	17	25,447.98	2	5,251.86	92	43,013.94
Plymouth									1	344.11									1	344.11
Barnstable			1	46.27															1	46.27
New Bedford	3	69.60	5	293.43	1	155.48			1	350.15	3	1,413.81	3	1,723.01					16	4,005.48
Fall River	1	23.93	6	411.38							1	484.26	3	2,535.45	2	4,109.06	5	14,712.67	18	22,276.75
Total	45	1,212.91	40	2,396.47	10	1,413.69	3	854.27	7	2,531.13	11	5,222.34	12	7,811,72	19	29,557.04	7	19,964.53	154	70,964.10
RHODE ISLAND.																				
Providence	5	100.45	8	445.26	3	350.13	2	483.11					5	3,791.66	3	4,628.11	3	8,049.68	29	17,848.40
Bristol and Warren	2	18.29			1	106.45													23	124.74
Newport	3	72.33	5	309.26	5	638.96	3	666.05	2	724.30									18	2,410.90
Total	10	191.07	13	754.52	9	1,095.54	5	1,149.16	2	724.30			5	3,791.66	3	4,628.11	3	8,049.68	50	20,384.04

No. 68.—*A Classification according to* **SIZE** *of the* **VESSELS** *composing the* **SAILING** *and* **STEAM TONNAGE** *of the entire Sea-board of the United States, June* 30, **1887**—Continued.

STEAM VESSELS—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	CLASS 0 5 to 20 tons.		CLASS 1. 20 to 100 tons.		CLASS 2. 100 to 200 tons.		CLASS 3. 200 to 300 tons.		CLASS 4. 300 to 400 tons.		CLASS 5. 400 to 500 tons.		CLASS 6. 500 to 1,000 tons.		CLASS 7. 1,000 to 2,500 tons.		CLASS 8. 2,500 and over.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Cont'd.																				
CONNECTICUT.																				
Stonington	1	14.10	5	379.97	3	389.46	....	.....	....	.....	1	484.72	....	.....	....	.....	....	.....	10	1,268.25
New London	5	125.20	8	481.80	9	1,279.19	5	550.33	1	300.16	2	844.16	3	2,636.37	7	11,350.09	....	.....	37	17,567.30
Hartford	11	266.32	5	264.42	1	188.46	....	.....	1	329.23	1	495.27	2	2,418.30	....	.....	....	.....	21	3,962.00
New Haven	12	272.31	19	1,157.64	9	1,122.55	1	287.58	1	357.72	2	904.80	....	.....	4	4,603.42	....	.....	48	8,706.02
Fairfield	10	206.19	19	1,229.31	5	732.62	2	471.20	....	.....	....	.....	3	2,234.47	1	1,098.31	....	.....	40	5,972.10
Total	39	884.12	56	3,513.14	27	3,712.28	5	1,309.11	3	987.11	6	2,728.95	8	7,289.14	12	17,051.82	....	.....	156	37,475.67
NEW YORK.																				
New York	240	5,588.87	312	19,023.45	158	32,050.07	34	8,345.28	31	10,714.25	45	20,033.68	133	94,674.8	67	91,403.10	29	86,412.27	1,049	368,245.77
Sag Harbor	3	47.91	18	1,431.21	6	896.88	....	.....	....	.....	....	.....	1	648.02	....	.....	....	.....	28	3,024.02
Total	243	5,636.78	330	20,454.66	164	32,946.95	34	8,345.28	31	10,714.25	45	20,033.68	134	95,322.82	67	91,403.10	29	86,412.27	1,077	371,269.79
NEW JERSEY.																				
Newark	12	283.95	10	597.88	8	1,252.47	1	206.80	1	329.85	1	453.46	1	636.52	....	.....	....	.....	34	3,760.93
Perth Amboy	7	144.89	13	885.59	12	1,744.35	2	497.90	2	674.04	1	489.90	5	2,864.89	....	.....	....	.....	42	7,301.56
Little Egg Harbor	....	.....	1	41.81	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	1	41.81
Great Egg Harbor	2	18.36	3	177.19	2	341.34	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	7	536.89
Bridgeton	1	31.97	2	151.49	1	129.84	2	495.70	....	.....	....	.....	....	.....	....	.....	....	.....	6	809.00
Burlington	4	107.42	4	274.67	3	484.71	1	295.96	....	.....	....	.....	....	.....	....	.....	....	.....	12	1,162.76
Total	26	586.59	33	2,128.63	26	3,952.71	6	1,496.36	3	1,003.89	2	943.36	6	3,501.41	....	.....	....	.....	102	13,612.95
PENNSYLVANIA.																				
Philadelphia	76	1,676.89	69	4,444.62	25	3,644.08	23	5,679.44	23	8,374.04	16	6,866.85	19	13,448.82	14	20,428.92	4	12,506.70	269	77,070.36

DELAWARE.																				
Delaware	9	149.64	9	464.70	3	387.66	1	288.64	3	1,099.43	....	.....	2	1,156.46	....	.....	....	.....	27	3,546.53
MARYLAND.																				
Baltimore	59	1,267.66	29	1,795.77	8	1,096.55	5	1,281.01	6	1,988.91	6	2,593.08	30	20,891.70	13	19,824.52	1	2,728.54	157	53,467.78
Annapolis	....	.....	....	.....	1	106.15	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	1	106.15
Eastern Maryland	1	23.95	2	124.24	1	105.49	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	4	253.68
Total	60	1,291.61	31	1,920.01	10	1,308.19	5	1,281.01	6	1,988.91	6	2,593.08	30	20,891.70	13	19,824.52	1	2,728.58	162	53,827.61
DISTRICT OF COLUMBIA.																				
Georgetown	13	302.15	5	291.49	....	.....	3	843.08	3	1.004.72	4	1,804.72	5	3,482.07	1	1,325.63	....	.....	34	9,053.86
VIRGINIA.																				
Alexandria	3	44.96	7	383.30	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	10	428.26
Tappahannock	....	.....	5	303.67	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	5	303.67
Richmond	8	150.69	5	266.91	....	.....	1	286 53	....	.....	1	493.82	....	.....	....	.....	....	.....	15	1,197.95
Petersburgh	2	36.81	....	.....	1	128.08	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	3	164.89
Yorktown	1	27.25	2	144.22	....	.....	....	.....	....	.....	....	.....	1	641.16	....	.....	....	.....	4	812.63
Norfolk and Portsmouth	22	470.12	21	1,259.06	10	1,245.67	3	844.10	2	835.32	....	.....	1	512.43	....	.....	....	.....	59	5,166.75
Cherrystone	....	.....	3	195.76	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	3	195.76
Total	36	729.83	43	2,552.92	11	1,373.75	4	1,130.63	2	835.37	1	493.82	2	1,153.59	....	.....	....	.....	99	8,269.91
NORTH CAROLINA.																				
Albemarle	17	177.98	3	221.41	2	229.43	2	541.46	2	708.37	1	423.76	....	.....	....	.....	....	.....	27	2,302.41
Pamlico	7	120.17	8	461.53	3	371.75	1	233.45	....	.....	....	.....	....	.....	....	.....	....	.....	19	1,186.90
Beaufort	....	.....	2	99.46	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	2	99.46
Wilmington	7	164.00	4	288.88	4	588.21	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	15	1,041.09
Total	31	462.15	17	1,071.28	9	1,189.39	3	774.91	2	708.37	1	423.76	....	.....	....	.....	....	.....	63	4,629.86
SOUTH CAROLINA.																				
Georgetown	4	69.00	5	298.09	2	213.56	1	279.20	..	.....	....	.....	....	.....	....	.....	....	.....	12	859.85
Charleston	11	217.81	9	532.39	3	414.47	2	480.69	3	976.28	3	1,374.75	2	1,077.54	....	.....	....	.....	33	5,073.93
Beaufort	4	122.71	5	372.26	2	247.70	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	11	742.67
Total	19	409.52	19	1,202.74	7	875.73	3	759.89	3	976.28	3	1,374.75	2	1,077.54	....	.....	....	.....	56	6,676.45
GEORGIA.																				
Savannah	9	213.51	5	303.23	4	541.45	1	258.37	1	337.42	1	483.41	3	1,836.29	4	6,809.79	4	10,903.40	32	21,686.87
Brunswick	6	110.39	5	311.64	3	418.15	3	841.97	....	.....	....	.....	....	.....	....	.....	....	.....	17	1,682.15
Saint Mary's	1	34.27	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	1	34.27
Total	16	358.17	10	614.87	7	959.60	4	1,100.34	1	337.42	1	483.41	3	1,836.29	4	6,809.79	4	10,903.40	50	23,403.29

No. 68.—*A Classification according to* **SIZE** *of the* **VESSELS** *composing the* **SAILING** *and* **STEAM TONNAGE** *of the entire Sea-board of the United States, June* 30, **1887**—Continued.

STEAM VESSELS—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	CLASS 0. 5 to 20 tons.		CLASS 1. 20 to 100 tons.		CLASS 2. 100 to 200 tons.		CLASS 3.* 200 to 300 tons		CLASS 4.* 300 to 400 tons.		CLASS 5. 400 to 500 tons.		CLASS 6. 500 to 1,000 tons.		CLASS 7. 1,000 to 2,500 tons.		CLASS 8. 2,500 and over.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
THE ATLANTIC AND GULF COASTS—Cont'd.																				
FLORIDA.																				
Fernandina	....	.....	1	67.30	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	1	67.30
Saint John's	11	202.39	17	1,170.48	7	893.31	3	783.96	2	869.66	....	.....	1	892.51	....	.....	....	.....	41	4,812.31
Saint Augustine	1	12.71	1	40.56	....	.....	1	219.03	....	.....	....	.....	....	.....	....	.....	....	.....	3	272.30
Key West	5	167.24	5	229.41	2	325.53	3	512.07	....	.....	1	433.18	3	1,885.68	....	.....	....	.....	19	3,553.11
Saint Mark's	4	72.06	3	129.40	2	225.66	....	.....	1	307.35	....	.....	....	.....	....	.....	....	.....	10	734.47
Apalachicola	3	69.39	3	127.00	4	561.54	1	236.21	1	394.26	....	.....	....	.....	....	.....	....	.....	12	1,388.40
Pensacola	7	138.46	10	668.38	5	605.36	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	22	1,412.20
Total	31	662.25	40	2,432.53	20	2,611.40	8	1,751.27	4	1,571.27	1	433.18	4	2,778.19	....	.....	....	.....	108	12,240.09
ALABAMA.																				
Mobile	6	97.81	26	1,403.67	10	1,533.58	8	1,886.03	2	662.97	....	.....	1	566.17	....	.....	....	.....	53	6,150.23
MISSISSIPPI.																				
Pearl River	3	91.93	3	210.07	1	130.07	....	.....	1	382.33	....	.....	....	.....	....	.....	....	.....	8	814.40
LOUISIANA.																				
New Orleans	....	.....	....	.....	2	316.30	1	238.24	1	387.92	....	.....	5	4,432.57	12	17,387.13	2	6,246.91	23	29,009.07
Teche	14	233.48	16	904.38	2	302.04	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	32	1,439.90
Total	14	233.48	16	904.38	4	618.34	1	238.24	1	387.92	....	.....	5	4,432.57	12	17,387.13	2	6,246.91	55	30,448.97
TEXAS.																				
Galveston	7	147.59	13	621.25	9	1,336.82	....	.....	2	695.41	....	.....	....	.....	....	.....	....	.....	31	2,801.07
Corpus Christi	....	.....	1	45.59	1	112.21	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	2	157.80
Brazos de Santiago	1	5.67	1	99.59	1	168.35	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	3	273.61
Paso del Norte	....	.....	....	.....	1	188.03	1	236.47	....	.....	....	.....	....	.....	....	.....	....	.....	2	424.50
Total	8	153.26	15	766.43	12	1,805.41	1	236.47	2	695.41	....	.....	....	.....	....	.....	....	.....	38	3,656.98
Total Atlantic and Gulf Coasts	735	16,299.48	815	50,001.75	366	61,227.80	122	30,510.24	99	34,985.12	99	44,267.35	241	171,143.30	153	218,574.84	50	146,812.07	2,680	773,821.95

THE PACIFIC COAST.																				
CALIFORNIA.																				
San Diego	2	34.16	....	.....	1	100.75	....	.....	1	308.54	....	.....	....	.....	....	.....	....	.....	4	443.45
Wilmington	....	.....	1	88.61	2	219.32	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	3	307.93
San Francisco	20	418.85	30	1,925.03	32	5,123.64	23	5,669.00	16	5,585.45	5	2,274.07	29	21,141.75	20	31,515.83	12	35,953.03	187	109,606.65
Humboldt	....	.....	7	460.67	2	230.71	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	9	691.38
Total	22	453.01	38	2,474.31	37	5,674.42	23	5,669.00	17	5,893.99	5	2,274.07	29	21,141.75	20	31,515.83	12	35,953.03	203	111,049.41
OREGON.																				
Southern Oregon	6	144.02	4	293.04	1	101.02	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	11	538.08
Yaquina	3	36.92	4	234.85	....	.....	....	.....	....	.....	....	.....	2	1,850.09	1	1,210.98	....	.....	10	3,332.84
Oregon	15	341.33	10	690.41	6	823.44	2	463.55	....	.....	....	.....	....	.....	....	.....	....	.....	33	2,318.73
Willamette	14	288.87	16	779.62	7	891.01	9	2,205.20	6	2,012.29	9	3,963.56	15	9,740.22	6	9,905.29	1	2,721.89	83	2,507.95
Total	38	811.14	34	1,997.92	14	1,815.47	11	2,668.75	6	2,012.29	9	3,963.56	17	11,590.31	7	11,116.27	1	2,721.89	137	38,697.60
WASHINGTON.																				
Puget Sound	12	248.94	37	1,994.70	22	3,309.34	9	2,251.49	3	1,013.72	2	961.39	1	613.16	....	.....	....	.....	86	10,392.74
ALASKA.																				
Alaska	2	48.04	3	186.96	1	181.02	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	6	416.02
Total Pacific Coast	74	1,561.13	112	6,653.89	74	10,980.25	43	10,589.24	26	8,920.00	16	7,199.02	47	33,345.22	27	42,632.10	13	38,674.92	432	160,555.77

SUMMARY.

Sailing vessels:																				
Atlantic and Gulf Coasts	5,530	60,727.53	5,090	250,624.06	988	140,280.58	442	109,803.31	417	146,747.01	342	153,679.23	553	360,369.71	288	437,626.89	2	5,211.99	13,652	1,665,070.31
Pacific Coast	151	1,882.83	311	13,550.93	91	13,763.41	67	16,965.52	44	15,508.94	19	8,472.76	55	39,298.48	58	80,473.43	....	.....	796	189,916.30
Total	5,681	62,610.36	5,401	264,174.99	1,079	154,043.99	509	126,768.83	461	162,255.95	361	162,151.99	608	399,668.19	346	518,100.32	2	5,211.99	14,448	1,854,986.61
Steam vessels:																				
Atlantic and Gulf Coasts	735	16,299.48	815	50,001.75	366	61,227.80	122	30,510.24	99	34,985.12	99	44,267.35	241	171,143.30	153	218,575.84	50	146,812.07	2,680	773,821.95
Pacific Coast	74	1,561.13	112	6,653.89	74	10,980.25	43	10,589.24	26	8,920.00	16	7,199.02	47	33,345.22	27	42,632.10	13	38,674.92	432	160,555.77
Total	809	17,860.61	927	56,655.64	440	72,208.05	165	41,099.48	125	43,905.12	115	51,466.37	288	204,488.52	180	261,207.94	63	185,486.99	3,112	934,377.72

* Vessels of a burden less than 20 tons *net* are included in Class O.

No. 69.—*Statement showing the Number and Tonnage of* **VESSELS** *of the United States engaged in the* **COD** *and* **MACKEREL FISHERIES,** *June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	VESSELS OVER 20 TONS.		VESSELS UNDER 20 TONS.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.
MAINE.						
Passamaquoddy	12	613.90	6	73.91	18	687.81
Machias	4	136.12	17	213.04	21	349.16
Frenchman's Bay	26	1,806.31	20	211.54	46	2,017.85
Castine	26	1,749.13	19	235.28	45	1,984.41
Bangor	.....	.....	3	45.75	3	45.75
Belfast	26	1,252.21	19	198.11	45	1,450.32
Waldoborough	31	1,061.81	61	705.54	92	1,767.35
Wiscasset	52	5,006.73	26	287.20	78	5,293.93
Bath	1	47.18	8	76.67	9	123.85
Portland and Falmouth	95	6,232.44	38	535.30	133	6,767.74
Saco	.....	.....	5	41.72	5	41.72
Kennebunk	4	118.88	6	49.70	10	168.58
York	.....	.....	2	16.64	2	16.64
Total	277	18,024.71	230	2,690.40	507	20,715.11
NEW HAMPSHIRE.						
Portsmouth	10	429.11	7	109.29	17	538.40
MASSACHUSETTS.						
Newburyport	4	134.20	5	54.24	9	188.44
Gloucester	380	28,067.79	48	568.36	428	28,636.15
Salem and Beverly	8	528.20	12	160.29	20	688.49
Marblehead	17	1,141.10	10	104.58	27	1,245.68
Boston and Charlestown	50	3,527.71	10	118.58	60	3,646.29
Plymouth	3	172.01	6	69.82	9	241.83
Barnstable	159	11,771.99	41	497.65	200	12,269.64
Edgartown	.....	.....	2	16.17	2	16.17
New Bedford	7	345.02	26	271.85	33	616.87
Fall River	.....	.....	2	23.72	2	23.72
Total	628	45,688.02	162	1,885.26	790	47,573.28
RHODE ISLAND.						
Providence	.....	.....	12	88.99	12	88.99
Bristol and Warren	.....	.....	3	28.48	3	28.48
Newport	15	1,488.68	27	311.04	42	1,799.72
Total	15	1,488.68	42	428.51	57	1,917.19
CONNECTICUT.						
Stonington	23	1,090.08	37	358.54	60	1,448.62
New London	29	1,160.68	26	373.17	55	1,533.85
Total	52	2,250.76	63	731.71	115	2,982.47
NEW YORK.						
New York	6	237.61	27	164.10	33	401.71
Sag Harbor	17	2,682.57	21	181.05	38	2,863.62
Total	23	2,920.18	48	345.15	71	3,265.33
MARYLAND.						
Baltimore	5	184.59	.....	.....	5	184.59
VIRGINIA.						
Cherrystone	1	22.26	.....	.....	1	22.26
NORTH CAROLINA.						
Beaufort	1	33.22	.....	.....	1	33.22

No. 69.—*Statement showing the Number and Tonnage of* **VESSELS** *of the United States engaged in the* **COD** *and* **MACKEREL FISHERIES,** *June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH DOCUMENTED.	VESSELS OVER 20 TONS.		VESSELS UNDER 20 TONS.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.
FLORIDA.						
Pensacola	11	380.29	3	41.29	14	421.58
CALIFORNIA.						
San Diego	.....	.....	4	47.96	4	47.96
San Francisco	8	1,762.97	.....	.....	8	1,762.97
Total	8	1,762.97	4	47.96	12	1,810.93
OREGON.						
Oregon	2	52.46	.....	.....	2	52.46
Willamette	.....	.....	1	30.70	1	30.70
Total	2	52.46	1	30.70	3	83.16
Grand total	1,033	73,237.25	560	6,310.27	1,593	79,547.52

SUMMARY.

Maine	277	18,024.71	230	2,690.40	507	20,715.11
New Hampshire	10	429.11	7	109.29	17	538.40
Massachusetts	628	45,688.02	162	1,885.26	790	47,573.28
Rhode Island	15	1,488.68	42	428.51	57	1,917.19
Connecticut	52	2,250.76	63	731.71	115	2,982.47
New York	23	2,920.18	48	345.15	71	3,265.33
Maryland	5	184.59	.....	.....	5	184.59
Virginia	1	22.26	.....	.....	1	22.26
North Carolina	1	33.22	.....	.....	1	33.22
Florida	11	380.29	3	41.29	14	421.58
California	8	1,762.97	4	47.96	12	1,810.93
Oregon	2	52.46	1	30.70	3	83.16
Grand total	1,033	73,237.25	560	6,310.27	1,593	79,547.52

No. 70.—*Statement showing the Number and Tonnage of* **VESSELS** *of the United States engaged in the* **WHALE FISHERIES,** *June* 30, **1887.**

Ports.	No.	Tons.
Boston, Mass	3	286.26
Barnstable, Mass	11	1,034.28
Edgartown, Mass	2	408.50
New Bedford, Mass. (sail)	81	20,093.31
New Bedford, Mass. (steam)	2	790.27
New London, Conn	4	516.41
San Francisco, Cal. (steam)	6	3,021.66
Total	109	26,150.69

No. 71.—*Statement showing the* **EMPLOYMENT** *of the* **REGISTERED, ENROLLED,** *and* **LICENSED TONNAGE** *of the United States, June 30,* **1887.**

	Tons.		
Aggregate tonnage of the United States, June 30, 1887			4,105,844.84
Registered tonnage—			
Permanently	750,319.71		
Temporarily	265,242.80		
In the foreign trade	989,411.82		
In the whale fisheries	26,150.69		
		1,015,562.51	
Enrolled tonnage—			
Permanently	2,837,038.53		
Temporarily	171,725.91		
In the coasting trade	2,935,527.19		
In the cod and mackerel fisheries	73,237.25		
		3,008,764.44	
Licensed tonnage under 20 tons—			
In the coasting trade	75,207.62		
In the cod and mackerel fisheries	6,310.27		
		81,517.89	
			4,105,844.84
Steam navigation—			
Registered tonnage	173,570.75		
Enrolled and licensed tonnage	1,369,146.09		
		1,542,716.84	
Other than steam navigation—			
Registered tonnage	841,991.76		
Enrolled and licensed tonnage	1,721,136.24		
		2,563,128.00	
			4,105,844.84

No. 72.—*Statement showing the Distribution of the Tonnage of the United States* **MERCHANT MARINE** *employed in the* **FOREIGN TRADE,** *the* **COASTING TRADE,** *and the* **FISHERIES,** *from* **1789** *to* **1887.**

YEAR ENDING—	FOREIGN TRADE.	COASTING TRADE.			WHALE FISHERIES.			a COD FISHERIES.			MACKEREL FISHERIES.	TOTAL MERCHANT MARINE.
	Registered vessels.	Enrolled vessels.	Licensed vessels under 20 tons.	Total.	Registered vessels.	Enrolled vessels.	Total.	Enrolled vessels.	Licensed vessels under 20 tons.	Total.	Enrolled vessels.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Dec. 31, 1789	123,893	68,607	.....	68,607	.....	.....	.....	9,062	.....	9,062	.....	201,562
1790	346,254	103,775	.....	103,775	.....	.....	.....	28,348	.....	28,348	.....	478,377
1791	363,110	106,494	.....	106,494	.....	.....	.....	32,542	.....	32,542	.....	502,146
1792	411,438	120,957	.....	120,957	.....	.....	.....	32,062	.....	32,062	.....	564,457
1793	367,734	114,853	7,218	122,071	.....	.....	.....	28,974	1,985	30,959	.....	520,764
1794	438,863	145,601	16,977	162,578	.....	4,129	4,129	17,498	5,550	23,048	.....	628,618
1795	529,471	164,796	19,602	184,398	.....	3,163	3,163	24,887	6,046	30,933	.....	747,965
1796	576,733	195,424	22,417	217,841	.....	2,364	2,364	28,509	6,453	34,962	.....	831,900
1797	597,777	214,077	23,326	237,403	.....	1,104	1,104	33,406	7,222	40,628	.....	876,912
1798	603,376	227,344	24,099	251,443	.....	763	763	35,477	7,269	42,746	.....	898,328
1799	657,142	220,904	25,736	246,640	5,055	592	5,647	23,933	6,046	29,979	.....	939,408
1800	667,107	245,295	27,197	272,492	2,814	652	3,466	22,307	7,120	29,427	.....	972,492
1801	630,558	246,255	28,296	274,551	2,349	736	3,085	31,280	8,102	39,382	.....	947,576
1802	557,760	260,543	29,080	289,623	2,621	580	3,201	32,988	8,534	41,522	.....	892,106
1803	585,910	268,676	30,384	299,060	11,247	1,143	12,390	43,416	8,396	51,812	.....	949,172
1804	660,514	286,840	30,697	317,537	12,016	323	12,339	43,088	8,926	52,014	.....	1,042,404
1805	744,224	301,366	31,297	332,663	5,117	898	6,015	48,479	8,986	57,465	.....	1,140,367
1806	798,507	309,977	30,563	340,540	9,778	729	10,507	50,353	8,830	59,183	.....	1,208,737
1807	840,163	318,190	30,838	349,028	8,144	907	9,051	60,690	9,616	70,306	.....	1,268,548
1808	765,252	387,684	33,135	420,819	3,802	724	4,526	43,598	8,400	51,998	.....	1,242,595
1809	906,855	371,501	33,662	405,163	3,204	573	3,777	26,110	8,377	34,487	.....	1,350,282
1810	981,019	371,114	34,233	405,347	3,250	339	3,589	26,251	8,577	34,828	.....	1,424,783
1811	763,607	386,259	34,103	420,362	5,245	54	5,299	34,361	8,873	43,234	.....	1,232,502
1812	758,636	443,181	34,791	477,972	1,988	942	2,930	21,822	8,637	30,459	.....	1,269,997
1813	672,700	433,405	37,704	471,109	2,153	789	2,942	11,255	8,622	19,877	.....	1,166,628
1814	674,633	425,714	40,445	466,159	.....	562	562	8,863	8,992	17,855	.....	1,159,209
1815	854,295	435,067	40,599	475,666	.....	1,230	1,230	26,510	10,427	36,937	.....	1,368,128
1816	800,760	479,979	42,186	522,165	.....	1,168	1,168	37,879	10,247	48,126	.....	1,372,219
1817	804,851	481,458	43,572	525,030	4,874	350	5,224	53,990	10,817	64,807	.....	1,399,912
1818	589,954	503,140	46,234	549,374	16,135	615	16,750	58,552	10,555	69,107	.....	1,225,185
1819	581,230	523,556	47,502	571,058	31,700	686	32,386	65,045	11,033	76,078	.....	1,260,752

a Mackerel fisheries included since 1867.

1820	583, 657	539, 080	48, 945	588, 025	35, 391	1, 054	36, 445	60, 843	11, 197	72, 040	.....	1, 280, 167
1821	593, 825	559, 436	55, 409	614, 845	26, 071	1, 924	27, 995	51, 352	10, 941	62, 293	.....	1, 298, 958
1822	582, 701	573, 080	51, 109	624, 189	45, 449	3, 134	48, 583	58, 405	10, 821	69, 226	.....	1, 324, 699
1823	600, 003	566, 409	51, 396	617, 805	39, 918	585	40, 503	67, 041	11, 214	78, 255	.....	1, 336, 566
1824	636, 807	589, 223	52, 340	641, 563	33, 166	180	33, 346	68, 239	9, 208	77, 447	.....	1, 389, 163
1825	665, 409	587, 273	53, 588	640, 861	35, 379	.....	35, 379	70, 626	10, 836	81, 462	.....	1, 423, 111
1826	696, 221	666, 420	55, 910	722, 330	41, 757	227	41, 984	63, 535	10, 121	73, 656	.....	1, 534, 191
1827	701, 517	732, 938	56, 221	789, 159	45, 653	339	45, 992	73, 709	10, 230	83, 939	.....	1, 620, 607
1828	757, 998	787, 226	55, 680	842, 906	54, 621	180	54, 801	74, 765	10, 922	85, 687	.....	1, 741, 392
1829	592, 859	490, 468	18, 390	508, 858	57, 284	.....	57, 284	97, 889	3, 908	101, 797	.....	1, 260, 798
1830	537, 563	496, 640	20, 339	516, 979	38, 912	793	39, 705	58, 041	3, 515	61, 556	35, 973	1, 191, 776
1831	538, 136	516, 086	23, 638	539, 724	82, 316	481	82, 797	57, 239	3, 739	60, 978	46, 211	1, 267, 846
1832	614, 121	624, 159	25, 468	649, 627	72, 869	377	73, 246	51, 725	3, 303	55, 028	47, 428	1, 439, 450
1833	648, 869	717, 423	26, 776	744, 199	101, 158	478	101, 636	58, 569	4, 152	62, 721	48, 726	1, 606, 151
1834	749, 378	755, 463	28, 156	783, 619	108, 060	364	108, 424	52, 473	3, 931	56, 404	61, 082	1, 758, 907
Sept. 30, 1835 (nine months)	788, 173	769, 795	27, 543	797, 338	97, 649	.....	97, 649	72, 374	4, 964	77, 338	64, 443	1, 824, 941
1836	753, 094	846, 116	26, 907	873, 023	144, 681	1, 573	146, 254	58, 414	4, 893	63, 307	46, 424	1, 882, 102
1837	683, 205	927, 250	29, 731	956, 981	127, 242	1, 895	129, 137	75, 055	5, 497	80, 552	46, 811	1, 896, 686
1838	702, 962	1, 008, 146	32, 959	1, 041, 105	119, 630	5, 230	124, 860	63, 974	6, 090	70, 084	56, 649	1, 995, 640
1839	702, 400	1, 120, 311	33, 241	1, 153, 552	131, 845	440	132, 285	65, 167	7, 091	72, 258	35, 984	2, 096, 479
1840	762, 838	1, 144, 664	32, 030	1, 176, 694	136, 927	.....	136, 927	67, 927	8, 109	76, 036	28, 269	2, 180, 764
1841	788, 398	1, 076, 036	31, 032	1, 107, 068	157, 405	.....	157, 405	60, 556	5, 996	66, 552	11, 321	2, 130, 744
1842	823, 746	1, 018, 253	27, 500	1, 045, 753	151, 613	377	151, 990	49, 942	4, 863	54, 805	16, 097	2, 092, 391
June 30, 1843 (nine months)	856, 930	1, 048, 209	27, 947	1, 076, 156	152, 375	142	152, 517	54, 901	6, 323	61, 224	11, 776	2, 158, 603
1844	900, 471	1, 078, 868	30, 747	1, 109, 615	168, 294	320	168, 614	78, 179	7, 046	85, 225	16, 171	2, 280, 096
1845	904, 476	1, 190, 898	32, 320	1, 223, 218	190, 696	207	190, 903	69, 826	7, 165	76, 991	21, 414	2, 417, 002
1846	943, 307	1, 289, 871	25, 706	1, 315, 577	186, 980	440	187, 420	72, 516	6, 802	79, 318	36, 463	2, 562, 085
1847	1, 047, 454	1, 452, 623	35, 978	1, 488, 601	193, 859	.....	193, 859	70, 178	7, 503	77, 681	31, 451	2, 839, 046
1848	1, 168, 707	1, 620, 988	38, 329	1, 659, 317	192, 180	433	192, 613	82, 652	7, 195	89, 847	43, 558	3, 154, 042
1849	1, 258, 756	1, 731, 411	38, 965	1, 770, 376	180, 186	.....	180, 186	73, 882	7, 874	81, 756	42, 912	3, 334, 016
1850	1, 439, 694	1, 755, 797	42, 028	2, 797, 825	146, 017	.....	146, 017	85, 646	8, 160	93, 806	58, 112	3, 535, 454
1851	1, 544, 663	1, 854, 318	45, 658	1, 899, 876	181, 644	.....	181, 644	87, 476	8, 141	95, 617	50, 539	3, 772, 439
1852	1, 705, 650	2, 008, 022	47, 851	2, 055, 873	193, 798	.....	193, 798	102, 659	7, 914	110, 573	72, 546	4, 138, 440
1853	1, 910, 471	2, 082, 782	51, 476	2, 134, 258	193, 203	.....	193, 203	99, 990	9, 238	109, 228	59, 850	4, 407, 010
1854	2, 151, 918	2, 373, 900	48, 214	2, 322, 114	181, 901	.....	181, 901	102, 194	9, 734	111, 928	35, 041	4, 802, 902
1855	2, 348, 358	2, 491, 108	52, 147	2, 543, 255	186, 778	70	186, 848	102, 928	8, 987	111, 915	21, 625	5, 212, 001
1856	2, 302, 190	2, 211, 935	35, 728	2, 247, 663	189, 213	248	189, 461	95, 816	6, 636	102, 452	29, 887	4, 871, 653
1857	2, 268, 196	2, 300, 399	36, 210	2, 336, 609	195, 772	70	195, 842	104, 573	7, 295	111, 868	28, 328	4, 940, 843
1858	2, 301, 148	2, 361, 596	39, 624	2, 401, 220	198, 594	.....	198, 594	110, 896	8, 356	119, 252	29, 594	5. 049, 808
1859	2, 321, 674	2, 439, 320	41, 609	2, 488, 929	185, 728	.....	185, 728	120, 577	9, 060	129, 637	27, 070	5, 145, 038
1860	2, 379, 396	2, 599. 319	45, 548	2, 644, 867	166, 841	.....	166, 841	127, 508	9, 145	136, 653	26, 111	5, 353, 868
1861	2, 496, 894	2, 657, 293	47, 251	2, 704, 544	145, 734	.....	145, 734	127, 311	10, 535	137, 846	54, 795	5, 539, 813
1862	2, 173, 537	2, 568, 546	38, 170	2, 606, 716	117, 714	.....	117, 714	122, 863	10, 738	133, 601	80, 596	5, 112, 164
1863	1, 926, 886	2, 918, 614	42, 019	2, 960, 633	99, 228	.....	99, 228	106, 560	10, 730	117, 290	51, 019	5, 155. 056
1864	1, 486, 749	3, 204, 227	41, 038	3, 245, 265	95, 145	.....	95, 145	92, 745	10, 997	103, 742	55, 499	4, 986, 400
1865	1, 518. 350	3, 353, 657	27, 865	3, 381, 522	84, 233	6, 283	90, 516	59, 227	5, 958	65, 185	41, 209	5, 096, 782
1866	1, 387, 756	2, 689, 152	30, 469	2, 719, 621	105, 170	.....	105, 170	42, 797	8, 845	51, 642	46, 589	4, 310, 778
1867	1, 515, 648	2, 627, 151	33, 239	2, 660, 390	52, 384	.....	52, 384	36, 709	7, 858	44, 567	31, 498	4, 304, 487
1868	1, 494, 389	2, 653, 404	43, 736	2, 702, 140	71, 343	.....	71, 343	74, 763	9, 124	83. 887	.....	4, 351, 759
1869	1, 496, 220	2, 470, 928	44, 587	2, 515, 515	70, 202	.....	70, 202	55, 165	7, 539	62, 704	.....	4, 144, 641
1870	1, 448, 846	2, 595, 328	42, 919	2, 638, 247	67, 954	.....	67, 954	82, 612	8, 848	91, 460	.....	4. 246. 507

No. 72.—*Statement showing the Distribution of the Tonnage of the United States* **MERCHANT MARINE** *employed in the* **FOREIGN TRADE,** *the* **COASTING TRADE,** *and the* **FISHERIES,** *from* **1789** *to* **1887**—Continued.

YEAR ENDING—	FOREIGN TRADE.	COASTING TRADE.			WHALE FISHERIES.			a COD FISHERIES.			MACKEREL FISHERIES.	TOTAL MERCHANT MARINE.
	Registered vessels.	Enrolled vessels.	Licensed vessels under 20 tons.	Total.	Registered vessels.	Enrolled vessels.	Total.	Enrolled vessels.	Licensed vessels under 20 tons.	Total.	Enrolled vessels.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
June 30, 1871	1,363,652	2,722,372	42,228	2,764,600	61,490	.....	61,490	82,902	9,963	92,865	.....	4,282,607
1872	1,359,040	2,883,906	45,646	2,929,552	51,608	.....	51,608	87,403	10,144	97,547	.....	4,437,747
1873	1,378,533	3,116,373	46,847	3,163,220	44,755	.....	44,755	99,542	9,977	109,519	.....	4,696,027
1874	1,389,815	3,243,656	49,783	3,293,439	39,108	.....	39,108	68,490	9,800	78,290	.....	4,800,652
1875	1,515,598	3,169,687	50,011	3,219,698	38,229	.....	38,229	68,703	11,504	80,207	.....	4,853,732
1876	1,553,705	2,547,490	51,345	2,598,835	39,116	.....	39,116	77,314	10,488	87,802	.....	4,279,458
1877	1,570,600	2,488,189	52,133	2,540,322	40,593	.....	40,593	79,678	11,407	91,085	.....	4,242,600
1878	1,589,348	2,444,801	52,369	2,497,170	39,700	.....	39,700	71,560	11,987	86,547	.....	4,212,765
1879	1,451,505	2,545,059	53,123	2,598,183	40,028	.....	40,028	66,543	13,342	79,885	.....	4,169,601
1880	1,314,402	2,584,418	53,268	2,637,686	38,408	.....	38,408	64,935	12,603	77,538	.....	4,068,034
1881	1,297,035	2,590,835	55,175	2,646,011	38,551	.....	38,551	66,365	9,771	76,136	.....	4,057,734
1882	1,259,492	2,740,206	55,570	2,795,776	32,802	.....	32,802	67,015	10,848	77,863	.....	4,165,933
1883	1,269,681	2,774,248	64,106	2,838,354	32,414	.....	32,414	84,322	10,716	95,038	.....	4,235,487
1884	1,276,972	2,813,919	70,149	2,884,068	27,249	.....	27,249	72,609	10,331	82,940	.....	4,271,229
1885	1,262,814	2,822,598	72,773	2,895,371	25,184	.....	25,184	73,975	8,590	82,565	.....	4,265,934
1886	1,088,041	2,865,317	73,935	2,939,252	23,138	.....	23,138	73,445	7,260	80,705	.....	4,131,136
1887	989,412	2,935,527	75,208	3,010,735	26,151	.....	26,151	73,237	6,310	79,547	.....	4,105,845

a Mackerel fisheries included since 1867.

No. 73.—*Statement showing Class, Number, and Tonnage of the* **VESSELS BUILT** *in* EACH CUSTOMS DISTRICT *of the United States during the* **Year** *ending June* 30, **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	SAILING VESSELS.			STEAM VESSELS.			CANAL-BOATS.			BARGES.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE ATLANTIC AND GULF COASTS.															
MAINE.															
Passamaquoddy	1	12.50	11.87										1	12.50	11.87
Machias	6	967.90	919.54							1	121.64	121.64	7	1,089.54	1,041.18
Frenchman's Bay	2	24.13	23.18										2	24.13	23.18
Castine	2	22.09	21.08										2	22.09	21.08
Belfast	2	1,868.71	1,775.28										2	1,868.71	1,775.28
Waldoborough	5	1,704.74	1,619.54	1	34.59	17.43							6	1,739.33	1,636.97
Wiscasset	7	998.93	948.99										7	998.93	948.99
Bath	14	9,488.17	9,055.77	3	664.59	413.03							17	10,152.76	9,468.80
Portland and Falmouth	2	622.62	591.49	1	28.79	14.40							3	651.41	605.89
Kennebunk	1	10.12	9.62										1	10.12	9.62
Total	42	15,719.91	14,976.36	5	727.97	444.86				1	121.64	121.64	48	16,569.52	15,542.86
MASSACHUSETTS.															
Newburyport	1	90.59	86.07										1	90.59	86.07
Gloucester	17	1,483.79	1,409.58										17	1,483.79	1,409.58
Salem and Beverly				1	39.01	19.51							1	39.01	19.51
Boston and Charlestown	3	574.52	545.81	2	2,787.58	1,921.59							5	3,362.10	2,467.40
Barnstable	1	7.71	7.33										1	7.71	7.33
Total	22	2,156.61	2,048.79	3	2,826.59	1,941.10							25	4,983.20	3,989.89
RHODE ISLAND.															
Providence	3	40.64	38.62										3	40.64	38.62
Bristol and Warren	2	16.07	15.27	2	52.40	26.21							4	68.47	41.48
Total	5	56.71	53.89	2	52.40	26.21							7	109.11	80.10

CONNECTICUT.															
Stonington	6	187.40	178.06										6	187.40	178.06
New London	2	357.96	340.08	1	31.86	15.93				2	899.94	854.94	5	1,289.76	1,210.95
Hartford				2	29.34	26.43							2	29.34	26.43
New Haven	3	760.61	722.60										3	760.61	722.60
Fairfield	4	29.12	27.67	1	76.92	51.33							5	106.04	79.00
Total	15	1,335.09	1,268.41	4	138.12	93.69				2	899.94	854.94	21	2,373.15	2,217.04
NEW YORK.															
New York	69	1,252.98	1,189.64	44	6,171.81	4,366.40	2	244.54	232.32	34	7,165.46	7,039.29	149	14,834.79	12,827.65
NEW JERSEY.															
Newark	2	21.83	20.74	1	9.00	6.76							3	30.83	27.50
Perth Amboy	6	161.11	153.08	4	231.01	117.90				5	1,755.48	1,696.54	15	2,147.60	1,967.52
Little Egg Harbor	2	28.99	27.55										2	28.99	27.55
Great Egg Harbor	8	87.14	82.69										8	87.14	82.69
Bridgeton	13	229.59	218.12										13	229.59	218.12
Burlington	1	8.29	7.88										1	8.29	7.88
Total	32	536.95	510.06	5	240.01	124.66				5	1,755.48	1,696.54	42	2,532.44	2,331.26
PENNSYLVANIA.															
Philadelphia	9	524.36	498.16	20	22,155.42	16,068.69				2	509.49	495.72	31	23,189.27	17,062.57
DELAWARE.															
Delaware	10	536.97	510.16	10	4,100.80	2,565.29							20	4,637.77	3,075.45
MARYLAND.															
Baltimore	21	430.69	409.26	4	637.35	495.52							25	1,068.04	904.78
Annapolis	7	62.89	59.76										7	62.89	59.76
Eastern Maryland	33	372.91	353.99										33	372.91	353.99
Total	61	866.49	823.01	4	637.35	495.52							65	1,503.84	1,318.53
DISTRICT OF COLUMBIA.															
Georgetown	2	42.25	40.14										2	42.25	40.14
VIRGINIA.															
Alexandria				1	17.76	11.08							1	17.76	11.08
Tappahannock	1	7.87	7.48										1	7.87	7.48
Richmond	1	6.80	6.46										1	6.80	6.46
Yorktown	5	44.41	42.19										5	44.41	42.19

No. 73.—*Statement showing Class, Number, and Tonnage of the* **VESSELS BUILT** *in* EACH CUSTOMS DISTRICT *of the United States during the* **Year** *ending June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	SAILING VESSELS.			STEAM VESSELS.			CANAL-BOATS.			BARGES.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE ATLANTIC AND GULF COASTS—Continued.															
VIRGINIA.															
Norfolk and Portsmouth	10	132.31	125.69	1	258.28	197.68	...	...	...	...	...	...	11	390.59	323.37
Cherrystone	8	75.03	71.30	...	...	...	...	...	...	...	...	...	8	75.03	71.30
Total	25	266.42	253.12	2	276.04	208.76	...	...	...	...	...	...	27	542.46	461.88
NORTH CAROLINA.															
Albermarle	1	9.17	8.72	1	8.38	7.00	...	...	...	...	...	...	2	17.55	15.72
Pamlico	2	16.58	15.76	2	244.48	160.14	...	...	...	...	...	...	4	261.06	175.90
Beaufort	11	90.44	85.97	...	...	...	...	...	...	...	...	...	11	90.44	85.97
Wilmington	...	...	...	4	325.75	303.72	...	...	...	...	...	...	4	325.75	303.72
Total	14	116.19	110.45	7	578.61	470.86	...	...	...	...	...	...	21	694.80	581.31
SOUTH CAROLINA.															
Charleston	5	39.95	37.96	4	420.40	268.37	...	...	...	...	...	...	9	460.35	306.33
GEORGIA.															
Savannah	2	15.00	14.25	...	...	...	...	...	...	...	...	...	2	15.00	14.25
Brunswick	...	...	...	1	282.89	175.29	...	...	...	...	...	...	1	282.89	175.29
Total	2	15.00	14.25	1	282.89	175.29	...	...	...	...	...	...	3	297.89	189.54
FLORIDA.															
Saint John's	1	11.85	10.26	2	62.74	32.39	...	...	...	...	...	...	3	74.59	42.65
Key West	5	65.61	62.35	...	...	...	...	...	...	...	...	...	5	65.61	62.35
Saint Mark's	4	51.08	48.56	...	...	...	...	...	...	...	...	...	4	51.08	48.56
Apalachicola	2	13.25	12.58	1	32.07	32.07	...	...	...	...	...	...	3	45.32	44.65
Pensacola	5	94.32	90.33	3	101.65	62.73	...	...	...	...	...	...	8	195.97	153.06
Total	17	236.11	224.08	6	196.46	127.19	...	...	...	...	...	...	23	432.57	351.27

ALABAMA.															
Mobile	2	14.73	14.00	3	80.16	77.37	....	.....	.....	....	.....	.....	5	94.89	91.37
MISSISSIPPI.															
Pearl River	11	172.63	164.03	....	.....	.....	....	.....	.....	....	.....	.....	11	172.63	164.03
LOUISIANA.															
New Orleans	12	187.93	178.80	....	.....	.....	....	.....	.....	....	.....	.....	12	187.93	178.80
Teche	12	111.48	105.54	2	65.32	35.58	....	.....	.....	....	.....	.....	14	176.80	141.12
Total	24	299.41	284.34	2	65.32	35.58	....	.....	.....	....	.....	.....	26	364.73	319.92
TEXAS.															
Galveston	4	63.63	60.45	1	21.88	21.88	....	.....	.....	....	.....	.....	5	85.51	82.33
Total Atlantic and Gulf Coasts	371	24,252.39	22,081.30	123	38,972.23	27,511.72	2	244.54	232.32	44	10,452.01	10,208.13	540	73,921.17	61,033.47
THE PACIFIC COAST.															
CALIFORNIA.															
San Diego	1	8.28	7.87	..	.....	.....	....	.....	.....	....	.....	.....	1	8.28	7.87
San Francisco	21	1,517.31	1,441.59	12	2,241.14	1,594.15	..	.....	.....	....	.....	.....	33	3,758.45	3,035.74
Humboldt	2	621.31	590.25	....	.....	.....	....	.....	.....	....	.....	.....	2	621.31	590.25
Total	24	2,146.90	2,039.71	12	2,241.14	1,594.15	...	.....	.....	....	.....	.....	36	4,388.04	3,633.86
OREGON.															
Southern Oregon	1	88.83	84.39	2	174.27	92.18	....	.....	.....	....	.....	.....	3	263.10	176.57
Yaquina	...	.....	.....	1	65.49	48.43	....	.....	.....	....	.....	.....	1	65.49	48.43
Oregon	1	20.86	19.82	5	320.77	223.36	..	.....	.....	....	.....	.....	6	341.63	243.18
Willamette	...	.....	.....	6	556.95	502.06	...	.....	.....	....	.....	.....	6	556.95	502.06
Total	2	109.69	104.21	14	* 1,117.48	866.03	....	.....	.....	....	.....	.....	16	1,227.17	970.24
WASHINGTON.															
Puget Sound	13	3,099.20	2,945.13	6	391.83	223.26	....	.....	.....	....	.....	.....	19	3,491.03	3,168.39
ALASKA.															
Alaska	2	33.37	31.82	...	.....	.....	....	.....	.....	...	.....	.....	2	33.37	31.82
Total Pacific Coast	41	5,389.16	5,120.87	32	3,750.45	2,683.44	....	.....	.....	....	.....	.....	73	9,139.61	7,804.31

No. 73.—*Statement showing Class, Number, and Tonnage of the* **VESSELS BUILT** *in* EACH CUSTOMS DISTRICT *of the United States during the* **Year** *ending June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	SAILING VESSELS.			STEAM VESSELS.			CANAL-BOATS.			BARGES.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE NORTHERN LAKES.															
NEW YORK.															
Champlain	1	98.71	93.78	....	.....	.....	19	1,877.10	1,783.36	....	.....	.....	20	1,975.81	1,877.14
Cape Vincent	2	51.45	48.89	....	.....	.....	....	.....	.....	....	.....	.....	2	51.45	48.89
Oswego	1	7.09	6.72	3	117.65	77.77	3	398.52	378.60	....	.....	.....	7	523.26	463.09
Genesee	....	.....	.....	5	69.61	41.15	2	267.70	254.26	....	.....	.....	7	337.31	295.41
Niagara	....	.....	.....	7	837.36	663.96	7	985.56	812.62	1	20.59	20.59	15	1,843.51	1,497.17
Buffalo Creek	....	.....	.....	12	4,961.88	4,161.13	2	273.27	259.73	2	199.03	193.74	16	5,434.18	4,614.60
Dunkirk	....	.....	.....	2	58.88	42.01	....	.....	.....	....	.....	.....	2	58.88	42.01
Total	4	157.25	149.39	29	6,045.38	4,986.02	33	3,802.15	3,488.57	3	219.62	214.33	69	10,224.40	8,838.31
PENNSYLVANIA.															
Erie	....	.....	.....	1	13.40	6.70	....	.....	.....	....	.....	.....	1	13.40	6.70
OHIO.															
Cuyahoga	2	1,095.00	1,038.54	10	15,256.31	12,293.76	1	133.04	127.39	....	.....	.....	13	16,484.35	13,459.69
MICHIGAN.															
Detroit	3	1,898.19	1,836.25	8	8,655.89	6,803.32	....	.....	.....	....	.....	.....	11	10,554.08	8,639.57
Huron	6	1,399.59	1,351.44	11	12,131.93	9,029.43	....	.....	.....	5	158.82	150.91	22	13,690.34	10,531,78
Superior	2	72.94	62.64	....	.....	.....	....	.....	.....	....	.....	.....	2	72.94	62.64
Michigan	7	134.44	127.75	11	1,470.85	1,035.17	....	.....	.....	....	.....	.....	18	1,605.29	1,162.92
Total	18	3,505.16	3,378.08	30	22,258.67	16,867.92	....	.....	.....	5	158.82	150.91	53	25,922.65	20,396.91
ILLINOIS.															
Chicago	8	185.54	176.62	1	694.94	560.41	....	.....	.....	....	.....	.....	9	880.48	737.03
WISCONSIN.															
Milwaukee	3	48.28	42.29	4	2,914.76	2,201.55	....	.....	.....	....	.....	.....	7	2,963.04	2,243.84
Total Northern Lakes	35	4,991.23	4,784.92	75	47,183.46	36,916.36	34	3,935.19	3,615.96	8	378.44	365.24	152	56,488.32	45,682.48

THE WESTERN RIVERS.														
LOUISIANA.														
New Orleans				4	89.37	44.69							4	89.37	44.69
MISSISSIPPI.														
Vicksburgh				1	22.27	22.27							1	22.27	22.27
TENNESSEE.														
Memphis				9	610.78	513.75							9	610.78	513.75
Chattanooga				1	565.34	337.30							1	565.34	337.30
Total				10	1,176.12	851.05							10	1,176.12	851.05
KENTUCKY.														
Paducah				1	235.20	194.60							1	235.20	194.60
Louisville				14	4,240.80	4,154.40				1	182.02	182.02	15	4,422.82	4,336.42
Total				15	4,476.00	4,349.00				1	182.02	182.02	16	4,658.02	4,531.02
MISSOURI.														
Saint Louis				4	70.08	68.65							4	70.08	68.65
Kansas City				1	21.86	17.33							1	21.86	17.33
Total				5	91.94	85.98							5	91.94	85.98
IOWA.														
Burlington										5	184.42	184.42	5	184.42	184.42
Dubuque										1	89.00	89.00	1	89.00	89.00
Total										6	273.42	273.42	6	273.42	273.42
MINNESOTA.														
Minnesota				7	413.42	393.55				1	74.11	74.11	8	487.53	467.66
WISCONSIN.														
La Crosse				2	10.28	10.28				2	203.65	203.65	4	213.93	213.93
INDIANA.														
Evansville				5	634.81	438.46							5	634.81	438.46

No. 73.—*Statement showing Class, Number, and Tonnage of the* **VESSELS BUILT** *in* EACH CUSTOMS DISTRICT *of the United States during the* **Year** *ending June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	SAILING VESSELS.			STEAM VESSELS.			CANAL-BOATS.			BARGES.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE WESTERN RIVERS—Cont'd.															
OHIO.															
Cincinnati	....	.....	.....	4	501.95	349.45	....	.....	.....	....	.....	.....	4	501.95	349.45
WEST VIRGINIA.															
Wheeling	....	.....	.....	6	503.86	500.82	....	.....	.....	....	.....	.....	6	503.86	500.82
PENNSYLVANIA.															
Pittsburgh	...	.....	.....	10	2,247.71	1,960.18	....	.....	.....	....	.....	.....	10	2,247.71	1,960.18
Total Western Rivers	...	.....	.....	69	10,167.73	9,005.73	....	.....	.....	10	733.20	733.20	79	10,900.93	9,738.93

SUMMARY.

Atlantic and Gulf Coasts	371	24,252.39	23,081.30	123	38,972.23	27,511.72	2	244.54	232.32	44	10,452.01	10,208.13	540	73,921.17	61,033.47
Pacific Coast	41	5,389.16	5,120.87	32	3,750.45	2,683.44	....	.....	.....	...	.....	.....	73	9,139.61	7,804.31
Northern Lakes	35	4,991.23	4,784.92	75	47,183.46	36,916.36	34	3,935.19	3,615.96	8	378.44	365.24	152	56,488.32	45,682.48
Western Rivers	....	.....	.....	69	10,167.73	9,005.73	....	.....	.....	10	733.20	733.20	79	10,900.93	9,738.93
Grand total	447	34,632.78	32,987.09	299	100,073.87	76,117.25	36	4,179.73	3,848.28	62	11,563.65	11,306.57	844	150,450.03	124,259.19

No. 74.—*Consolidated statement showing the Class, Number, and Tonnage of* **VESSELS BUILT** *in the United States during the* **Year** *ending June 30,* **1887.**

[Prepared by the Bureau of Navigation.]

STATES AND TERRITORIES IN WHICH BUILT.	SAILING VESSELS.			STEAM-VESSELS.			CANAL-BOATS.			BARGES.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE ATLANTIC AND GULF COASTS.															
Maine	42	15,719.91	14,976.36	5	727.97	444.86	....	.....	.....	1	121.64	121.64	48	16,569.52	15,542.86
Massachusetts	22	2,156.61	2,048.79	3	2,826.59	1,941.10	....	.....	.....	....	.....	.....	25	4,983.20	3,989.89
Rhode Island	5	56.71	53.89	2	52.40	26.21	....	.....	.....	....	.....	.....	7	109.11	80.10
Connecticut	15	1,335.09	1,268.41	4	138.12	93.69	....	.....	.....	2	899.94	854.94	21	2,373.15	2,217.04
New York	69	1,252.98	1,189.64	44	6,171.81	4,366.40	2	244.54	232.32	34	7,165.46	7,039.29	149	14,834.79	12,827.65
New Jersey	32	536.95	510.06	5	240.01	124.66	....	.....	.....	5	1,755.48	1,696.54	42	2,532.44	2,331.26
Pennsylvania	9	524.36	498.16	20	22,155.42	16,068.69	....	.....	.....	2	509.49	495.72	31	23,189.27	17,062.57
Delaware	10	536.97	510.16	10	4,100.80	2,565.29	....	.....	.....	....	.....	.....	20	4,637.77	3,075.45
Maryland	61	866.49	823.01	4	637.35	495.52	....	.....	.....	....	.....	.....	65	1,503.84	1,318.53
District of Columbia	2	42.25	40.14	.....	.....	.....	....	.....	.....	....	.....	.....	2	42.25	40.14
Virginia	25	266.42	253.12	2	276.04	208.76	....	.....	.....	....	.....	.....	27	542.26	461.88
North Carolina	14	116.19	110.45	7	578.61	470.86	....	.....	.....	....	.....	.....	21	694.80	581.31
South Carolina	5	39.95	37.96	4	420.40	268.37	....	.....	.....	....	.....	.....	9	460.35	306.33
Georgia	2	15.00	14.25	1	282.89	175.29	....	.....	.....	....	.....	.....	3	297.89	189.54
Florida	17	236.11	224.08	6	196.46	127.19	....	.....	.....	....	.....	.....	23	432.57	351.27
Alabama	2	14.73	14.00	3	80.16	77.37	....	.....	.....	....	.....	.....	5	94.89	91.37
Mississippi	11	172.63	164.03	.....	.....	.....	....	.....	.....	....	.....	.....	11	172.63	164.03
Louisiana	24	299.41	284.34	2	65.32	35.58	....	.....	.....	....	.....	.....	26	364.73	219.92
Texas	4	63.63	60.45	1	21.88	21.88	....	.....	.....	....	.....	.....	5	85.51	82.33
Total Atlantic and Gulf Coasts	371	24,252.39	23,081.30	123	38,972.23	27,511.72	2	244.54	232.32	44	10,452.01	10,208.13	540	73,921.17	61,033.47
THE PACIFIC COASTS.															
California	24	2,146.90	2,039.71	12	2,241.14	1,594.15	....	.....	.....	....	.....	.....	36	4,388.04	3,633.86
Oregon	2	109.69	104.21	14	1,117.48	866.03	....	.....	.....	....	.....	.....	16	1,227.17	970.24
Washington	13	3,099.20	2,945.13	6	391.83	223.26	....	.....	.....	....	.....	.....	19	3,491.03	3,168.39
Alaska	2	33.37	31.82	.....	.....	.....	....	.....	.....	....	.....	.....	2	33.37	31.82
Total Pacific Coast	41	5,389.16	5,120.87	32	3,750.45	2,683.44	....	.....	.....	....	.....	.....	73	9,139.61	7,804.31

No. 74.—*Consolidated statement showing the Class, Number, and Tonnage of* **VESSELS BUILT** *in the United States during the* **Year** *ending June* 30, **1887**—Continued.

STATES AND TERRITORIES IN WHICH BUILT.	SAILING VESSELS.			STEAM VESSELS.			CANAL-BOATS.			BARGES.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE NORTHERN LAKES.															
New York	4	157.25	149.39	29	6,045.38	4,986.02	33	3,802.15	3,488.57	3	219.62	214.33	69	10,224.40	8,838.31
Pennsylvania				1	13.40	6.70							1	13.40	6.70
Ohio	2	1,095.00	1,038.54	10	15,256.31	12,293.76	1	133.04	127.39				13	16,484.35	13,459.69
Michigan	18	3,505.16	3,378.08	30	22,258.67	16,867.92				5	158.82	150.91	53	25,922.65	20,396.91
Illinois	8	185.54	176.62	1	694.94	560.41							9	880.48	737.03
Wisconsin	3	48.28	42.29	4	2,914.76	2,201.55							7	2,963.04	2,243.84
Total Northern Lakes	35	4,991.23	4,784.92	75	47,183.46	36,916.36	34	3,935.19	3,615.96	8	378.44	365.24	152	56,488.32	45,682.48
THE WESTERN RIVERS.															
Louisiana				4	89.37	44.69							4	89.37	44.69
Mississippi				1	22.27	22.27							1	22.27	22.27
Tennessee				10	1,176.12	851.05							10	1,176.12	851.05
Kentucky				15	4,476.00	4,349.00				1	182.02	182.02	15	4,422.82	4,336.42
Missouri				5	91.94	85.98							5	91.94	85.98
Iowa										6	273.42	273.42	6	273.42	273.42
Minnesota				7	413.42	393.55				1	74.11	74.11	8	487.53	467.66
Wisconsin				2	10.28	10.28				2	203.65	203.65	4	213.93	213.93
Indiana				5	634.81	438.46							5	634.81	438.46
Ohio				4	501.95	349.45							4	501.95	349.45
West Virginia				6	503.86	500.82							6	503.86	500.82
Pennsylvania				10	2,247.71	1,960.18							10	2,247,71	1,960.18
Total Western Rivers				69	10,167.73	6,005.73				10	733.20	733.20	79	10,900.93	9,738.93

SUMMARY.

Atlantic and Gulf Coasts	371	24,252.39	23,081.30	123	38,972.23	27,511.72	2	244.54	232.32	44	10,452.01	10,208.13	540	73,921.17	61,033.47
Pacific Coast	41	5,389.16	5,120.87	32	3,750.45	2,683.44	....	.....	.....	....	.....	.....	73	9,139.61	7,804.31
Northern Lakes	35	4,991.23	4,784.92	75	47,183.46	36,916.36	34	3,935.19	3,615.96	8	378.44	365.24	152	56,488.32	45,682.48
Western Rivers	.....	.....	.....	69	10,167.73	9,005.73	....	.....	.....	10	733.20	733.20	79	10,900.93	9,738.93
Grand total	447	34,632.78	32,987.09	299	100,073.87	76,117.25	36	4,179.73	3,848.28	62	11,563.65	11,306.57	844	150,450.03	124,259.19

No. 75.—*Statement showing the* **CLASS, NUMBER,** *and* **TONNAGE** *of* **SAILING VESSELS BUILT** *in each* **CUSTOMS DISTRICT** *of the* **UNITED STATES** *during the* **Year** *ending June* 30, **1887.**

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	BARKS AND BARKENTINES.			BRIGANTINES.			SCHOONERS.			SLOOPS.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE ATLANTIC AND GULF COASTS.															
MAINE.															
Passamaquoddy										1	12.50	11.87	1	12.50	11.87
Machias							6	967.90	919.54				6	967.90	919.54
Frenchman's Bay							1	8.03	7.88	1	16.10	15.30	2	24.13	23.18
Castine							1	9.60	9.21	1	12.49	11.87	2	22.09	21.08
Belfast	1	643.82	611.63				1	1,224.89	1,163.65				2	1,868.71	1,775.28
Waldoborough							4	1,698.34	1,613.46	1	6.40	6.08	5	1,704.74	1,619.54
Wiscasset							3	943.40	896.24	4	55.53	52.75	7	998.93	948.99
Bath	2	639.01	607.11				11	8,840.13	8,440.08	1	9.03	8.58	14	9,488.17	9,055.77
Portland and Falmouth	1	597.82	567.93							1	24.80	23.56	2	622.62	591.49
Kennebunk										1	10.12	9.62	1	10.12	9.62
Total	4	1,880.65	1,786.67				27	13,692.29	13,050 06	11	146.97	139.63	42	15,719.91	14,976.36
MASSACHUSETTS.															
Newburyport							1	90.59	86.07				1	90.59	86.07
Gloucester							15	1,463.86	1,390.67	2	19.93	18.91	17	1,483.79	1,409.58
Boston and Charlestown							3	574.52	545.81				3	574.52	545.81
Barnstable										1	7.71	7.33	1	7.71	7.33
Total							19	2,128.97	2,022.55	3	27.64	26.24	22	2,156 61	2,048.79
RHODE ISLAND.															
Providence										3	40.64	38.62	3	40.64	38.62
Bristol and Warren										2	16.07	15.27	2	16.07	15.27
Total										5	56.71	53.89	5	56.71	53.89

CONNECTICUT.														
Stonington							1	15.32	14.56	5	172.08	163.50	6	187.40	178.06
New London							1	347.62	330.24	1	10.34	9.84	2	357.96	340.08
New Haven							2	754.10	716.41	1	6.51	6.19	3	760.61	722.60
Fairfield										4	29.12	27.67	4	29.12	27.67
Total							4	1,117.04	1,061.21	11	218.05	207.20	15	1,335.09	1,268.41
NEW YORK.															
New York							10	601.91	571.84	59	651.07	617.80	69	1,252.98	1,189.64
NEW JERSEY.															
Newark							1	9.69	9.20	1	12.14	11.54	2	21.83	20.74
Perth Amboy							3	129.88	123.40	3	31.23	29.68	6	161.11	153.08
Little Egg Harbor							1	22.50	21.38	1	6.49	6.17	2	28.99	27.55
Great Egg Harbor							4	48.31	45.82	4	38.83	36.87	8	87.14	82.69
Bridgeton							5	141.00	133.96	8	88.59	84.16	13	229.59	218.12
Burlington										1	8.29	7.88	1	8.29	7.88
Total							14	351.38	333.76	18	185.57	176.30	32	536.95	510.06
PENNSYLVANIA.															
Philadelphia							3	438.48	416.56	6	85.88	81.60	9	524.36	498.16
DELAWARE.															
Delaware							7	510.01	484.54	3	26.96	25.62	10	536.97	510.16
MARYLAND.															
Baltimore							18	400.07	380.17	3	30.62	29.09	21	430.69	409.26
Annapolis							5	48.16	45.76	2	14.73	14.00	7	62.89	59.76
Eastern Maryland							27	315.15	299.10	6	57.76	54.89	33	372.91	353.99
Total							50	763.38	725 03	11	103.11	97.98	61	866.49	823.01
DISTRICT OF COLUMBIA.															
Georgetown							1	34.24	32.53	1	8.01	7.61	2	42.25	40.14
VIRGINIA.															
Tappahannock							1	7.87	7.48				1	7.87	7.48
Richmond										1	6.80	6.46	1	6.80	6.46
Yorktown							4	35.81	34.02	1	8.60	8.17	5	44.41	42.19
Norfolk and Portsmouth							7	109.94	104.44	3	22.37	21.25	10	132.31	125.69
Cherrystone							3	34.48	32.76	5	40.55	38.54	8	75.03	71.30
Total							15	188.10	178.70	10	78.32	74.42	25	266.42	253.12

No. 75.—*Statement showing the* **CLASS, NUMBER,** *and* **TONNAGE** *of* **SAILING VESSELS BUILT** *in each* **CUSTOMS DISTRICT** *of the* **UNITED STATES** *during the* **Year** *ending June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	BARKS AND BARKENTINES.			BRIGANTINES.			SCHOONERS.			SLOOPS.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE ATLANTIC AND GULF COASTS—Continued.															
NORTH CAROLINA.															
Albemarle							1	9.17	8.72				1	9.17	8.72
Pamlico							2	16.58	15.76				2	16.58	15.76
Beaufort							10	82.49	78.41	1	7.95	7.56	11	90.44	85.97
Total							13	108.24	102.89	1	7.95	7.56	14	116.19	110.45
SOUTH CAROLINA.															
Charleston							1	6.99	6.64	4	32.96	31.32	5	39.95	37.96
GEORGIA.															
Savannah										2	15.00	14.25	2	15.00	14.25
FLORIDA.															
Saint John's							1	11.85	10.26				1	11.85	10.26
Key West							5	65.61	62.35				5	65.61	62.35
Saint Mark's							2	14.01	13.34	2	37.07	35.22	4	51.08	48.56
Apalachicola							2	13.25	12.58				2	13.25	12.58
Pensacola							3	79.20	75.96	2	15.12	14.37	5	94.32	90.33
Total							13	183.92	174.49	4	52.19	49.59	17	236.11	224.08
ALABAMA.															
Mobile							1	8.80	8.36	1	5.93	5.64	2	14.73	14.00
MISSISSIPPI.															
Pearl River							9	156.59	148.78	2	16.04	15.25	11	172.63	164.03

LOUISIANA.															
New Orleans							7	150.82	143.54	5	37.11	35.26	12	187.93	178.80
Teche							3	48.56	45.75	9	62.92	59.79	12	111.48	105.54
Total							10	199.38	189.29	14	100.03	95.05	24	299.41	284.34
TEXAS.															
Galveston							3	55.97	53.17	1	7.66	7.28	4	63.63	60.45
Total Atlantic and Gulf Coasts	4	1,880.65	1,786.67				200	20,545.69	19,560.40	167	1,826.05	1,734.23	371	24,252.39	23,081.30
THE PACIFIC COAST.															
CALIFORNIA.															
San Diego										1	8.28	7.87	1	8.28	7.87
San Francisco				1	358.74	340.82	17	1,126.13	1,069.95	3	32.44	30.82	21	1,517.31	1,441.59
Humboldt							2	621.31	590.25				2	621.31	590.25
Total				1	358.74	340.82	19	1,747.44	1,660.20	4	40.72	38.69	24	2,146.90	2,039.71
OREGON.															
Southern Oregon							1	88.83	84.39				1	88.83	84.39
Oregon							1	20.86	19.82				1	20.86	19.82
Total							2	109.69	104.21				2	109.69	104.21
WASHINGTON.															
Puget Sound	3	1,649.44	1,566.98				8	1,435.52	1,364.61	2	14.24	13.54	13	3,099.20	2,945.13
ALASKA.															
Alaska							2	33.37	31.82				2	33.37	31.82
Total Pacific Coast	3	1,649.44	1,566.98	1	358.74	340.82	31	3,326.02	3,160.84	6	54.96	52.23	41	5,389.16	5,120.87
THE NORTHERN LAKES.															
NEW YORK.															
Champlain							1	98.71	93.78				1	98.71	93.78
Cape Vincent							1	33.09	31.44	1	18.36	17.45	2	51.45	48.89
Oswego							1	7.09	6.72				1	7.09	6.72
Total							3	138.89	131.94	1	18.36	17.45	4	157.25	149.39
OHIO.															
Cuyahoga							2	1,095.00	1,038.54				2	1,095.00	1,038.54

No. 75.—*Statement showing the* **CLASS, NUMBER,** *and* **TONNAGE** *of* **SAILING VESSELS BUILT** *in each* **CUSTOMS DISTRICT** *of the* **UNITED STATES** *during* **Year** *endiag June* 30, **1887**—Continued.

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	BARKS AND BARKENTINES.			BRIGANTINES.			SCHOONERS.			SLOOPS.			TOTAL.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE NORTHERN LAKES—Continued.															
MICHIGAN.															
Detroit	....	.....	.....	....	.....	.....	2	1,890.03	1,828.49	1	8.16	7.76	3	1,898.19	1,836.25
Huron	....	.....	.....	....	.....	.....	6	1,399.59	1,351.44	.....	.....	.....	6	1,399.59	1,351.44
Superior	....	.....	.....	....	.....	.....	2	72.94	62.64	.....	.....	.....	2	72.94	62.64
Michigan	....	.....	.....	....	.....	.....	7	134.44	127.75	.....	.....	.....	7	134.44	127.75
Total	....	.....	.....	....	.....	.....	17	3,497.00	3,370.32	1	8.16	7.76	18	3,505.16	3,378.08
ILLINOIS.															
Chicago	....	.....	.....	....	.....	.....	3	139.67	132.78	5	45.87	43.84	8	185.54	176.62
WISCONSIN.															
Milwaukee	....	.....	.....	....	.....	.....	2	34.62	29.31	1	13.66	12.98	3	48.28	42.29
Total Northern Lakes	....	.....	.....	....	.....	.....	27	4,905.18	4,702.89	8	86.05	82.03	35	4,991.23	4,784.92

SUMMARY.

Atlantic and Gulf coasts	4	1,880.65	1,786.67	....	.....	.....	200	20,545.69	19,560.40	167	1,826.05	1,734.23	371	24,252.39	23,081.30
Pacific coast	3	1,649.44	1,566.98	1	358.74	340.82	31	3,326.02	3,160,84	6	54.96	52.23	41	5,389.16	5,120.87
Northern Lakes	....	.....	.....	....	.....	.....	27	4,905.18	4,702.89	8	86.05	82.03	35	4,991.23	4,784.92
Grand total	7	3,520.09	3,353.65	1	358.74	340 82	258	28,776.89	27,424.13	181	1,967.06	1,868.49	447	34,632.78	32,987.09

No. 76.—SUMMARY *statement of the Class, Number, and Tonnage of* **SAILING VESSELS BUILT** *in the* **UNITED STATES** *during the* **Year** *ending June* 30, **1887.**

CLASS OF VESSELS.	No.	Tons.	
		Gross.	Net.
Barks	2	639.01	607.11
Barkentines	5	2,891.08	2,746.54
Brigantines	1	358.74	340.82
Schooners	258	28,776.89	27,424.13
Sloops	181	1,967.06	1,868.49
Total	447	34,632.78	32,987.09

No. 77.—*Statement showing the Class, Number, and Tonnage of* **STEAM VESSELS** *ending June*

[Prepared by the

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	RIVER STEAMERS.								
	SIDE-WHEEL.			STERN-WHEEL.			PROPELLER.		
	No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE ATLANTIC AND GULF COASTS.									
MAINE.									
Waldoborough	....	.....	.....	....	.....	.....	1	34.59	17.43
Bath	1	326.36	163.18	....	.....	.....	1	13.80	6.90
Portland and Falmouth	....	.....	.....	....	.....	.....	1	28.79	14.40
Total	1	326.36	163.18	....	.....	.....	3	77.18	38.73
MASSACHUSETTS.									
Salem	....	.....	.....	....	.....	.....	1	39.01	19.51
Boston and Charlestown	1	2,771.42	1,911.80	....	.....	.....	1	16.16	9.79
Total	1	2,771.42	1,911.80	....	.....	.....	2	55.17	29.30
RHODE ISLAND.									
Bristol and Warren	....	.....	.....	....	.....	.....	2	52.40	26.21
CONNECTICUT.									
New London	....	.....	.....	....	.....	.....	1	31.86	15.93
Hartford	1	23.23	22.00	....	.....	.....	1	6.11	4.43
Fairfield	....	.....	.....	....	.....	.....	1	76.92	51.33
Total	1	23.23	22.00	....	.....	.....	3	114.89	71.69
NEW YORK.									
New York	3	1,980.62	1,561.34	1	29.78	23.13	40	4,161.41	2,781.93
NEW JERSEY.									
Newark	....	.....	.....	....	.....	.....	1	9.00	6.76
Perth Amboy	....	.....	.....	....	.....	.....	4	231.01	117.90
Total	....	.....	.....	....	.....	.....	5	240.01	124.66
PENNSYLVANIA.									
Philadelphia	2	1,686.33	1,289.45	....	.....	.....	11	1,234.63	739.41
DELAWARE.									
Delaware	1	353.06	241.81	2	216.92	148.01	6	2,379.58	1,574.92
MARYLAND.									
Baltimore	1	549.71	444.68	....	.....	.....	3	87.64	50.84
VIRGINIA.									
Alexandria	....	.....	.....	....	.....	.....	1	17.76	11.08
Norfolk and Portsmouth	....	.....	.....	....	.....	.....	1	258.28	197.68
Total	....	.....	.....	....	.....	.....	2	276.04	208.76
NORTH CAROLINA.									
Albemarle	....	.....	.....	....	.....	.....	1	8.38	7.00
Pamlico	....	.....	.....	....	.....	.....	2	244.48	160.14
Wilmington	....	.....	.....	2	300.38	285.37	2	25.37	18.35
Total	....	.....	.....	2	300.38	285.37	5	278.23	185.49

BUILT *in each* **CUSTOMS DISTRICT** *of the United States during the* **Year** 30, **1887.**

Bureau of Navigation.]

LAKE STEAMERS.			OCEAN STEAMERS.			TOTAL.		
PROPELLER.			PROPELLER.			TOTAL.		
No.	Tons.		No.	Tons.		No.	Tons.	
	Gross.	Net.		Gross.	Net.		Gross.	Net.
.....	.....	.....	.....	.....	.....	1	34.59	17.43
.....	.....	.....	1	324.43	242.95	3	664.59	413.03
.....	.....	.....	.....	.....	.....	1	28.79	14.40
.....	.....	.....	1	324.43	242.95	5	727.97	444.86
.....	.....	.....	.....	.....	.....	1	39.01	19.51
.....	.....	.....	.....	.....	.....	2	2,787.58	1,921.59
.....	.....	.....	.....	.....	.....	3	2,826.59	1,941.10
.....	.....	.....	.....	.....	.....	2	52.40	26.21
.....	.....	.....	.....	.....	.....	1	31.86	15.93
.....	.....	.....	.....	.....	.....	2	29.34	26.43
.....	.....	.....	.....	.....	.....	1	76.92	51.33
.....	.....	.....	.....	.....	.....	4	138.12	93.69
.....	.....	.....	.....	.....	.....	44	6,171.81	4,366.40
.....	.....	.....	.....	.....	.....	1	9.00	6.76
.....	.....	.....	.....	.....	.....	4	231.01	117.90
.....	.....	.....	.....	.....	.....	5	240.01	124.66
.....	.....	.....	7	19,234.46	14,039.83	20	22,155.42	16,068.69
.....	.....	.....	1	1,151.24	600.55	10	4,100.80	2,565.29
.....	.....	.....	.....	.....	.....	4	637.35	495.52
.....	.....	.....	.....	.....	.....	1	17.76	11.08
.....	.....	.....	.....	.....	.....	1	258.28	197.68
.....	.....	.....	.....	.....	.....	2	276.04	208.76
.....	.....	.....	.....	.....	.....	1	8.38	7.00
.....	.....	.....	.....	.....	.....	2	244.48	160.14
.....	.....	.....	.....	.....	.....	4	325.75	303.72
.....	.....	.....	.....	.....	.....	7	578.61	470.86

No. 77.—*Statement showing the Class, Number, and Tonnage of* **STEAM VESSELS** *ending June 30,*

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	RIVER STEAMERS.								
	SIDE-WHEEL.			STERN-WHEEL.			PROPELLER.		
	No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE ATLANTIC AND GULF COASTS—Continued.									
SOUTH CAROLINA.									
Charleston	2	391.31	253.82	....	.....	.....	2	29.09	14.55
GEORGIA.									
Brunswick	1	282.89	175.29	....	.....	.....	....	.....	.....
FLORIDA.									
Saint John's	....	.....	.....	....	.....	.....	2	62.74	32.39
Apalachicola	....	.....	.....	1	32.07	32.07	....	.....	.....
Pensacola	....	.....	.....	2	55.58	39.69	1	46.07	23.04
Total	....	.....	.....	3	87.65	71.76	3	108.81	55.43
ALABAMA.									
Mobile	2	55.62	55.62	....	.....	.....	1	24.54	21.75
LOUISIANA.									
Teche	....	.....	.....	1	58.84	29.42	1	6.48	6.16
TEXAS.									
Galveston	....	.....	.....	1	21.88	21.88	....	.....	.....
Total Atlantic and Gulf Coasts	15	8,420.55	6,118.99	10	715.45	579.57	89	9,126.10	5,929.83
THE PACIFIC COAST.									
CALIFORNIA.									
San Francisco	1	308.54	222.26	....	.....	.....	4	261.73	137.85
OREGON.									
Southern Oregon	....	.....	.....	....	.....	.....	2	174.27	92.18
Yaquina	....	.....	.....	....	.....	.....	1	65.49	48.43
Oregon	....	.....	.....	....	.....	.....	5	320.77	223.36
Willamette	1	39.08	32.27	2	457.14	426.73	3	60.73	43.06
Total	1	39.08	32.27	2	457.14	426.73	11	621.26	407.03
WASHINGTON.									
Puget Sound	....	.....	.....	2	225.21	129.00	4	166.62	94.26
Total Pacific Coast	2	347.62	254.53	4	682.35	555.73	19	1,049.61	639.14
THE NORTHERN LAKES.									
NEW YORK.									
Oswego	....	.....	.....	....	.....	.....	3	117.65	77.77
Genesee	....	.....	.....	....	.....	.....	5	69.61	41.15
Niagara	....	.....	.....	....	.....	.....	7	837.36	663.96
Buffalo Creek	1	17.39	9.79	....	.....	.....	9	491.39	345.80
Dunkirk	....	.....	.....	....	.....	.....	1	23.50	15.78
Total	1	17.39	9.79	....	.....	.....	25	1,539.51	1,144.46
PENNSYLVANIA.									
Erie	....	.....	.....	....	.....	.....	1	13.40	6.70

BUILT *in each* **CUSTOMS DISTRICT** *of the United States during the* **Year 1887**—Continued.

LAKE STEAMERS.			OCEAN STEAMERS.					
PROPELLER.			PROPELLER.			TOTAL.		
No.	Tons.		No.	Tons.		No.	Tons.	
	Gross.	Net.		Gross.	Net.		Gross.	Net.
.....	.....	.....	.....	.....	.....	4	420.40	268.37
.....	.....	.....	.....	.....	.....	1	282.89	175.29
.....	.....	.....	.....	.....	.....	2	62.74	32.39
.....	.....	.....	.....	.....	.....	1	32.07	32.07
.....	.....	.....	.....	.....	.....	3	101.65	62.73
.....	.....	.....	.....	.....	.....	6	196.46	127.19
.....	.....	.....	.....	.....	.....	3	80.16	77.37
.....	.....	.....	.....	.....	.....	2	65.32	35.58
.....	.....	.....	.....	.....	.....	1	21.88	21.88
.....	.....	.....	9	20,710.13	14,883.33	123	38,972.23	27,511.72
.....	.....	.....	7	1,670.87	1,234.04	12	2,241.14	1,594.15
.....	.....	.....	.....	.....	.....	2	174.27	92.18
.....	.....	.....	.....	.....	.....	1	65.49	48.43
.....	.....	.....	.....	.....	.....	5	320.77	223.36
.....	.....	.....	.....	.....	.....	6	556.95	502.06
.....	.....	.....	.....	.....	.....	14	1,117.48	866.03
.....	.....	.....	.....	.....	.....	6	391.83	223.26
.....	.....	.....	7	1,670.87	1,234.04	32	3,750.45	2,683.44
.....	.....	.....	.....	.....	.....	3	117.65	77.77
.....	.....	.....	.....	.....	.....	5	69.61	41.15
.....	.....	.....	.....	.....	.....	7	837.36	663.96
2	4,453.10	3,805.54	.....	.....	.....	12	4,961.88	4,161.13
1	35.38	26.23	.....	.....	.....	2	58.88	42.01
3	4,488.48	3,831.77	.....	.....	.....	29	6,045.38	4,986.02
.....	.....	.....	.....	.....	.....	1	13.40	6.70

No. 77.—*Statement showing the Class, Number, and Tonnage of* **STEAM VESSELS** *ending June* 30,

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	RIVER STEAMERS.								
	SIDE-WHEEL.			STERN-WHEEL.			PROPELLER.		
	No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE NORTHERN LALES.—Continued.									
OHIO.									
Cuyahoga	....	.....	.....	....	.....	.....	10	15,256.31	12,293.76
MICHIGAN.									
Detroit	....	.....	.....	....	.....	.....	1	19.24	9.62
Huron	....	.....	.....	....	.....	.....	2	108.14	74.68
Michigan	....	.....	.....	....	.....	.....	5	196.36	112.78
Total	....	.....	.....	....	.....	.....	8	323.74	197.08
ILLINOIS.									
Chicago	....	.....	.....	....	.....	.....	....	.....	.....
WISCONSIN.									
Milwaukee	....	.....	.....	....	.....	.....	....	.....	.....
Total Northern Lakes	1	17.39	9.79	....	.....	.....	44	17,132.96	13,642.00
THE WESTERN RIVERS.									
LOUISIANA.									
New Orleans	....	.....	.....	2	52.38	26.19	2	36.99	18.50
MISSISSIPPI.									
Vicksburg	....	.....	.....	1	22.27	22.27	....	.....	.....
TENNESSEE.									
Memphis	....	.....	.....	7	592.02	494.99	2	18.76	18.76
Chattanooga	....	.....	.....	1	565.34	337.30	....	.....	.....
Total	....	.....	.....	8	1,157.36	832.29	2	18.76	18.76
KENTUCKY.									
Paducah	...	.....	.. ....	1	235.20	194.60	....	.....	.....
Louisville	2	1,950.73	1,864.33	12	2,290.07	2,290.07	....	.....	.....
Total	2	1,950.73	1,864.33	13	2,525.27	2,484.67	....	.....	.....
MISSOURI.									
Saint Louis	1	23.16	23.16	2	28.52	27.09	1	18.40	18.40
Kansas City	....	.....	.....	1	21.86	17.33	....	.....	.....
Total	1	23.16	23.16	3	50.38	44.42	1	18.40	18.40
MINNESOTA.									
Minnesota	....	.....	.....	6	372.17	365.98	1	40.25	27.57
WISCONSIN.									
La Crosse	....	.....	.....	....	.....	.....	2	10.28	10.28
INDIANA.									
Evansville	....	.....	.....	5	634.81	438.46	....	.....	.....
OHIO.									
Cincinnati	1	65.73	65.73	3	436.22	283.72	....	.....	.....

BUILT *in each* **CUSTOMS DISTRICT** *of the United States during the* **Year 1887**—Continued.

LAKE STEAMERS.			OCEAN STEAMERS.			TOTAL.		
PROPELLER.			PROPELLER.					
No.	Tons.		No.	Tons.		No.	Tons.	
	Gross.	Net.		Gross.	Net.		Gross.	Net.
.....	.....	.....	.....	.....	.....	10	15, 256. 31	12, 293. 76
7	8, 636. 65	6, 793. 70	.....	.....	.....	8	8, 655. 89	6, 803. 32
9	12, 023. 79	8, 954. 75	.....	.....	.....	11	12, 131. 93	9, 029. 43
6	1, 274. 49	922. 39	.....	.....	.....	11	1, 470. 85	1, 035. 17
22	21, 934. 93	16, 670. 84	.....	.....	.....	30	22, 258. 67	16, 867. 92
1	694. 94	560. 41	.....	.....	.....	1	694. 94	560. 41
4	2, 914. 76	2, 201. 55	.....	.....	.....	4	2, 914. 76	2, 201. 55
30	30, 033. 11	23, 264. 57	.....	.....	.....	75	47, 183. 46	36, 916. 36
.....	.....	.....	.....	.....	.....	4	89. 37	44. 69
.....	.....	.....	.....	.....	.....	1	22. 27	22. 27
.....	.....	.....	.....	.....	.....	9	610. 78	513. 75
.....	.....	.....	.....	.....	.....	1	565. 34	337. 30
.....	.....	.....	.....	.....	.....	10	1, 176. 12	851. 05
.....	.....	.....	.....	.....	.....	1	235. 20	194. 60
.....	.....	.....	.....	.....	.....	14	4, 240. 80	4, 154. 40
.....	.....	.....	.....	.....	.....	15	4, 476. 00	4, 349. 00
.....	.....	.....	.....	.....	.....	4	70. 08	68. 65
.....	.....	.....	.....	.....	.....	1	21. 86	17. 33
.....	.....	.....	.....	.....	.....	5	91. 94	85. 98
.....	.....	.....	.....	.....	.....	7	413. 42	393. 55
.....	.....	.....	.....	.....	.....	2	10. 28	10. 28
.....	.....	.....	.....	.....	.....	5	634. 81	438. 46
.....	.....	.....	.....	.....	.....	4	501. 95	349. 45

No. 77.—*Statement showing the Class, Number, and Tonnage of* **STEAM VESSELS** *ending June* 30,

STATES AND CUSTOMS DISTRICTS IN WHICH BUILT.	RIVER STEAMERS.								
	SIDE-WHEEL.			STERN-WHEEL.			PROPELLER.		
	No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.
THE WESTERN RIVERS—Continued.									
WEST VIRGINIA.									
Wheeling	1	52.93	52.93	5	450.93	447.89	....	.....	.....
PENNSYLVANIA.									
Pittsburgh	1	78.44	58.28	9	2,169.27	1,901.90	....	.....	.....
Total Western Rivers	6	2,170.99	2,064.43	55	7,872.06	6,847.79	8	124.68	93.51
SUM-									
Atlantic and Gulf coasts	15	8,420.55	6,118.99	10	715.45	579.57	89	9,126.10	5,929.83
Pacific coast	2	347.62	254.53	4	682.35	555.73	19	1,049.61	639.14
Northern Lakes	1	17.39	9.79	....	.....	.....	44	17,132.96	13,642.00
Western Rivers	6	2,170.99	2,064.43	55	7,872.06	6,847.79	8	124.68	93.51
Grand total	24	10,956.55	8,447.74	69	9,269.86	7,983.09	160	27,433.35	20,304.48

BUILT *in each* **CUSTOMS DISTRICT** *of the United States during the* **Year 1887**—Continued.

LAKE STEAMERS.			OCEAN STEAMERS.			TOTAL.		
PROPELLER.			PROPELLER.					
No.	Tons.		No.	Tons.		No.	Tons.	
	Gross.	Net.		Gross.	Net.		Goss.	Net.
.....	.....	.....	.....	.....	.....	6	503.86	500.82
.....	.....	.....	.....	.....	.....	10	2,247.71	1,960.18
.....	.....	.....	.....	.....	.....	69	10,166.73	9,005.73
MARY.								
.....	.....	.....	9	20,710.13	14,883.33	123	38,972.23	27,511.72
.....	.....	.....	7	1,670.87	1,234.04	32	3,750.45	2,683.44
30	30,033.11	23,264.57	.....	.....	.....	75	47,183.46	36,916.36
.....	.....	.....	.....	.....	.....	69	10,167.73	9,005,73
30	30,033.11	23,264.57	16	22,381.00	16,117.37	299	100,073.87	76,117.25

No. 78.—*Summary statement of Class, Number, and Tonnage of* **STEAM VESSELS BUILT** *in the United States during the* **Year** *ending June* 30, **1887.**

CLASS OF VESSELS.	No.	Tons.	
		Gross.	Net.
RIVER STEAMERS:			
Side-wheel	24	10,956.55	8,447.74
Stern-wheel	69	9,269.86	7,983.09
Propellers	160	27,433.35	20,304.48
LAKE STEAMERS:			
Propellers	30	30,033.11	23,264.57
OCEAN STEAMERS:			
Propellers	16	22,381.00	16,117.37
Total	299	100,073.87	76,117.25

No. 79.—*Summary statement of* **CANAL-BOATS** *and* **BARGES BUILT** *in the United States during the* **Year** *ending June* 30, **1887.**

CLASS OF VESSELS.	No.	Tons.	
		Gross.	Net.
Canal-boats	36	4,179.73	3,848.28
Barges	62	11,563.65	11,306.57
Total	98	15,743.38	15,154.85

No. 80.—*Statement showing the Class, Number, and Tonnage of* **IRON** *and* **STEEL VESSELS BUILT** *in the United States during the* **Year** *ending June* 30, **1887.**

PORTS.	SAILING AND STEAM VESSELS.						TOTAL.		
	IRON.			STEEL.					
	No.	Tons.		No.	Tons.		No.	Tons.	
		Gross.	Net.		Gross.	Net.		Gross.	Net.
New York, N. Y	4	3,862.20	2,957.48	1	88.08	52.73	5	3,950.28	3,010.21
Buffalo, N. Y	....	.....	.....	1	2,500.30	2,065.79	1	2,500.30	2,065.79
Philadelphia, Pa	15	20,949.00	23,189.40	1	88.90	46.39	16	21,037.90	23,235.79
Wilmington, Del	2	1,963.64	1,305.72	2	1,244.03	688.71	*4	3,207.67	1,994.43
Cleveland, Ohio	2	3,577.69	2,696.19	....	.....	.....	2	3,577.69	2,696.19
San Francisco, Cal	....	.....	.....	1	79.75	46.85	1	79.75	46.85
Total	23	30,352.53	30,148.79	6	4,001.06	2,900.47	29	34,353.59	33,049.26

*Including 1 sailing vessel, 92.79 gross, 88.16 net.

No. 81.—TONNAGE *of* VESSELS BUILT *in the* UNITED STATES, *from* 1857 *to* 1887, *inclusive.*

YEAR ENDING JUNE 30—	TONNAGE BUILT.				
	On the New England coast.	On the entire seaboard.	On the Mississippi River and its tributaries.	On the Great Lakes.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1857	183,625	285,453	41,854	51,498	378,805
1858	103,862	177,412	35,659	31,642	244,713
1859	79,322	133,294	17,128	6,180	156,602
1860	134,289	169,836	32,970	11,992	214,798
1861	104,675	179,767	29,960	23,467	233,194
1662	45,595	112,487	8,785	53,804	175,076
1863	79,576	215,667	27,407	67,972	311,046
1864	112,611	310,421	56,169	49,151	415,741
1865	133,040	291,306	66,576	36,641	394,523
1866	121,333	232,388	70,555	33,204	336,147
1867	135,189	230,810	35,106	39,679	305,595
1868	98,708	175,812	52,395	56,798	285,305
1869	103,604	191,194	34,576	49,460	275,230
1870	110,584	182,836	56,859	37,258	276,953
1871	64,366	156,249	73,081	43,897	273,227
1872	46,269	128,097	36,344	44,611	209,052
1873	76,406	218,139	48,659	92,448	359,246
1874	136,251	277,093	63,646	91,986	432,725
1875	151,497	244,474	23,294	29,871	297,639
1876	95,288	163,826	23,636	16,124	203,586
1877	90,992	132,996	34,693	8,903	176,592
1878	90,386	155,138	68,928	11,438	235,504
1879	55,874	115,683	62,213	15,135	193,031
1880	46,374	101,720	32,791	22,899	157,410
1881	54,488	125,766	81,189	73,504	280,459
1882	93,965	188,084	35,817	58,369	282,270
1883	110,226	210,349	26,443	28,638	265,430
1884	84,046	178,419	16,664	30,431	225,514
1885	48,128	121,010	11,220	26,826	159,056
1886	30,624	64,458	10,595	20,400	95,453
1887	24,035	83,061	10,901	56,488	150,450

No. 82.—*Comparison of the Tonnage of* VESSELS BUILT *in the* UNITED STATES *during the* PAST TWO YEARS.

	1886.	1887.	Increase in 1887.	Decrease in 1887.
	Tons.	*Tons.*	*Tons.*	*Tons.*
New England Coast	30,624	24,035	.....	6,589
Middle Atlantic and Gulf Coasts	27,920	49,886	21,966	.....
Pacific Coast	5,914	9,140	3,226	.....
Northern Lakes	20,400	56,488	36,088	.....
Western Rivers	10,595	10,901	306	.....
Total	95,453	150,450	61,586	6,589
Net increase for 1887	.....	.....	54,997	.....

NO. 83.—*Statement showing the Class, Number, and Tonnage of* **SAILING** *and* **STEAM VESSELS BUILT** *in the United States from* **1797** *to* **1887**, *inclusive.*

YEAR ENDING—	CLASS, NUMBER, AND TONNAGE.								TOTAL.	
	Sailing vessels.						Steam-vessels.			
	Ships and barks.	Brigs.	Schooners.	Sloops, canal-boats, and barges.	Total number.	Tons.	Number.	Tons.	Number.	Tons.
Dec. 31, 1797	.....	.....	.....	.....	.....	.....	.....	.....	.....	57,679.00
1798	34	53	401	147	635	.....	.....	.....	635	49,435.04
1799	87	131	382	167	767	.....	.....	.....	767	77,921.78
1800	128	176	487	204	995	.....	.....	.....	995	106,261.56
1801	.....	.....	.....	.....	.....	.....	.....	.....	.....	124,755.28
1802*a*	.....	.....	.....	.....	.....	.....	.....	.....	.....	(*a*)
1803	.....	.....	.....	.....	.....	.....	.....	.....	.....	88,448.40
1804	.....	.....	.....	.....	.....	.....	.....	.....	.....	103,753.91
1805	.....	.....	.....	.....	.....	.....	.....	.....	.....	128,507.03
1806	.....	.....	.....	.....	.....	.....	.....	.....	.....	126,093.29
1807	.....	.....	.....	.....	.....	.....	.....	.....	.....	99,783.92
1808	.....	.....	.....	.....	.....	.....	.....	.....	.....	31,755.34
1809	.....	.....	.....	.....	.....	.....	.....	.....	.....	91,397.55
1810	.....	.....	.....	.....	.....	.....	.....	.....	.....	127,575.86
1811	.....	.....	.....	.....	.....	.....	.....	.....	.....	146,691.82
1812	.....	.....	.....	.....	.....	84,691.42	4	457.08	.....	85,148.50
1813	3	21	212	128	364	31,153.40	7	1,429.66	371	32,583.11
1814	3	11	312	162	488	29,039.90	2	711.65	490	29,751.60
1815	136	224	680	284	1,324	154,624.39	5	954.65	1,329	155,579.09
1816	76	143	781	424	1,414	131,667.86	17	3,518.89	1,431	135,186.80
1817	34	90	559	394	1,077	86,393.37	10	1,233.28	1,087	87,626.65
1818	53	85	428	332	898	82,421.20	25	4,925.29	923	87,346.49
1819	53	82	473	240	848	79,379.45	28	7,290.74	876	86,670.24
1820	22	60	301	152	535	47,784.01	22	3,610.58	557	51,394.59
1821	43	89	548	127	507	55,856.02	12	1,419.10	519	57,275.12
1822	64	131	260	168	623	75,346.93	16	2,222.31	639	77,569.29
1823	55	127	260	165	607	72,758.49	23	3,099.16	630	75,857.65
1824	56	156	377	166	755	86,851.72	38	5,946.28	793	92,798.05
1825	56	197	538	168	959	109,546.73	41	6,917.65	1,000	116,464.43
1826	71	187	482	227	967	118,094.37	66	12,279.30	1,033	130,373.67
1827	58	135	464	242	899	97,474.80	52	8,981.70	951	106,456.55
1828	73	108	474	197	852	92,879.28	34	6,085.03	886	98,964.31
1829	44	68	484	145	741	68,216.44	55	11,192.18	796	79,408.62
1830	25	56	403	116	600	51,491.51	48	7,068.89	648	58,560.45
1831	72	95	416	94	677	80,231.14	35	5,325.44	712	85,556.58
1832	132	143	568	122	965	129,143.03	100	15,401.13	1,065	144,544.16
1833	144	169	624	185	1,122	150,758.05	65	10,734.25	1,187	161,492.30
1834	98	94	497	180	869	105,332.54	88	13,057.30	957	118,389.84
Sept. 30, 1835	43	55	391	164	653	64,338.13	72	10,769.76	725	75,107.89
1836	93	65	444	164	766	93,016.79	145	23,218.57	911	116,230.41
1837	67	72	507	168	814	92,458.49	158	33,455.09	972	125,913.58
1838	66	79	510	153	808	91,747.79	105	24,158.09	913	115,905.88
1839	83	89	439	124	735	100,363.10	164	24,897.59	899	125,260.69
1840	97	109	378	224	808	106,518.35	87	14,685.51	895	121,203.86
1841	114	102	319	150	685	100,117.12	108	23,543.81	793	123,660.93
1842	116	91	274	606	887	105,256.15	140	24,550.15	1,027	129,806.30
June 30, 1843	58	34	138	174	404	50,050.52	79	13,837.67	483	63,888.24
1844	73	47	204	279	603	71,506.66	163	32,030.58	766	103,537.29
1845	124	87	322	342	875	112,362.08	163	33,680.38	1,038	146,042.46
1846	100	164	576	355	1,195	141,844.22	225	46,359.71	1,420	188,203.93
1847	151	168	689	392	1,400	193,403.38	197	50,230.02	1,597	243,633.40
1848	254	174	701	547	1,676	265,549.53	175	52,526.01	1,851	318,075.54
1849	198	148	623	370	1,339	213,970.81	215	43,018.01	1,554	256,988.82
1850	247	117	554	307	1,225	227,997.51	197	51,258.35	1,422	279,255.86
1851	211	65	522	325	1,123	221,145.89	245	78,326.47	1,368	299,472.41
1852	255	79	585	265	1,184	269,821.81	268	85,534.33	1,452	355,356.19
1853	270	95	681	391	1,437	332,339.12	280	95,155.67	1,717	427,494.79
1854	334	112	661	386	1,493	447,216.26	284	88,829.82	1,777	536,046.13
1855	381	126	605	669	1,781	510,689.67	246	72,760.32	2,027	583,450.04
1856	306	103	594	479	1,482	404,054.39	232	65,239.34	1,714	469,293.73
1857	251	58	504	358	1,171	304,345.18	272	74,459.52	1,443	378,804.70
1858	122	46	431	400	999	179,338.53	242	65,374.34	1,241	244,712.87
1859	89	28	297	284	698	121,296.83	177	35,305.45	875	156,602.33

a No record.

No. 83.—*Statement showing the Class, Number, and Tonnage of* **SAILING** *and* **STEAM VESSELS BUILT** *in the United States from* **1797** *to* **1887,** *inclusive*—Continued.

YEAR ENDING—	CLASS, NUMBER, AND TONNAGE.								TOTAL.	
	Sailing vessels.						Steam-vessels.			
	Ships and barks.	Brigs.	Schooners.	Sloops, canal-boats, and barges.	Total number.	Tons.	Number.	Tons.	Number.	Tons.
June 30, 1860	110	36	372	289	807	145,427.58	275	69,370.07	1,082	214,797.65
1861	110	39	360	371	880	172,207.94	266	60,986.36	1,146	233,194.35
1862	60	17	207	397	681	119,626.67	183	55,449.17	864	175,075.84
1863	97	34	212	1,113	1,456	216,812.14	360	94,233.67	1,816	311,045.81
1864	112	45	322	1,389	1,868	268,240.76	520	147,499.83	2,388	415,740.64
1865	109	46	370	853	1,378	248,904.35	411	145,696.35	1,789	394,600,70
1866	96	61	457	926	1,540	210,962.84	358	125,183.72	1,898	336,146.56
1867	95	70	517	657	1,339	233,584.53	179	72,010.33	1,518	305,594.86
1868	80	48	590	848	1,566	221,364.67	236	63,940.06	1,802	285,304.73
1869	91	36	501	820	1,448	210,164.16	279	65,065.99	1,727	275,230.15
1870	73	27	519	709	1,328	206,332.39	290	70,620.92	1,616	276,953.31
1871	40	14	498	901	1,453	185,384.02	302	87,842.49	1,755	273,226.51
1872	15	10	426	900	1,351	146,842.57	292	62,209.65	1,643	209,052.22
1873	28	9	611	1,221	1,869	271,235.10	402	88,010.66	2,271	359,245.76
1874	71	22	655	995	1,743	330,795.25	404	101,929.92	2,147	432,725.17
1875	114	22	502	340	978	235,178.95	323	62,459.84	1,301	297,638.79
1876	76	5	424	269	774	134,333.72	338	69,251.91	1,112	203,585.63
1877	71	4	337	352	764	129,077.45	265	47,514.51	1,029	176,591.06
1878	81	7	279	557	924	153,643.97	334	81,859.60	1,258	235,503.57
1879	37	10	256	494	797	106,669.34	335	86,361.35	1,132	193,030.69
1880	23	2	286	243	554	78,556.20	348	78,853.70	902	157,409.90
1881	29	3	318	314	664	162,388.09	444	118,070.55	1,108	280,458.64
1882	31	2	473	363	869	160,427.07	502	121,842.66	1,371	282,269.73
1883	33	2	567	227	829	158,200.13	439	107,229.78	1,268	265,429.91
1884	24	2	533	221	780	134,186.53	410	91,327.47	1,190	225,514.00
1885	11	.....	379	192	582	74,723.44	338	84,332.75	920	159,056.19
1886	8	1	276	190	475	50,985.57	240	44,467.82	715	95,453.39
1887	7	1	258	279	545	50,376.16	299	100,073.87	844	150,450.03

No. 84.—*Statement showing the Tonnage of* **VESSELS** *of the United States* **SOLD** *to* **FOREIGNERS** *during each year from* **1821** *to* **1887,** *inclusive.*

Year ending—	Registered.	Enrolled and licensed.	Total.	Year.	Registered.	Enrolled and licensed.	Total.
	Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*
Dec. 31, 1821	8,350	.....	8,350	1855	65,887	.....	65,887
1822	5,710	.....	5,710	1856	41,854	314	42,168
1823	9,269	.....	9,269	1857	51,791	858	52,649
1824	12,818	.....	12,818	1858	25,926	379	26,305
1825	9,949	.....	9,949	1859	30,765	85	30,850
1826	13,994	.....	13,994	1860	17,073	345	17,418
1827	19,043	.....	19,043	1861	26,503	146	26,649
1828	14,678	.....	14,678	1862	114,939	2,817	117,756
1829	14,093	.....	14,093	1863	217,126	5,073	222,199
1830	10,059	.....	10,059	1864	291,383	9,482	300,865
1831	9,750	.....	9,750	1865	128,197	5,635	133,832
1832	6,083	.....	6,083	1866	21,678	439	22,117
1833	2,932	.....	2,932	1867	9,016	72	9,088
1834	4,725	.....	4,725	1868	10,664	3,093	13,757
Sept. 30, 1835	7,617	.....	7,617	1869	18,652	411	19,063
1836	10,509	.....	10,509	1870	16,545	534	17,079
1837	9,916	.....	9,916	1871	10,768	2,766	13,534
1838	5,386	.....	5,386	1872	18,637	935	19,572
1839	5,769	.....	5,769	1873	27,995	1,768	29,763
1840	13,837	.....	13,837	1874	73,215	3,839	77,054
1841	12,713	.....	12,713	1875	22,557	2,984	25,541
1842	7,770	.....	7,770	1876	29,808	3,445	33,253
June 30, 1843	8,818	385	9,203	1877	22,459	2,265	24,724
1844	7,227	.....	7,227	1878	36,872	6,735	43,607
1845	8,023	346	8,369	1879	37,518	5,794	43,312
1846	10,932	.....	10,932	1880	19,152	7,731	26,883
1847	13,908	3,061	16,969	1881	27,254	1,417	28,671
1848	11,079	1,377	12,456	1882	15,166	3,091	18,257
1849	12,506	115	12,621	1883	34,729	2,656	37,385
1850	13,468	.....	13,468	1884	26,547	2,175	28,722
1851	15,247	.....	15,247	1885	21,961	4,252	26,213
1852	17,612	309	17,921	1886	31,617	1,446	33,063
1853	10,035	.....	10,035	1887	20,238	1,884	22,122
1854	59,244	789	60,033				

50TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { Ex. DOC. 6, Part 2.

TREASURY DEPARTMENT.

COMMERCE OF THE MISSISSIPPI AND OHIO RIVERS.

REPORT

ON THE

INTERNAL COMMERCE

OF THE

UNITED STATES

BY

WM. F. SWITZLER,
CHIEF OF THE BUREAU OF STATISTICS, TREASURY DEPARTMENT.

SUBMITTED JANUARY 30, 1888.

PART II OF COMMERCE AND NAVIGATION.

SPECIAL REPORT ON THE COMMERCE OF THE MISSISSIPPI, OHIO, AND OTHER RIVERS, AND OF THE BRIDGES WHICH CROSS THEM.

WASHINGTON:
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1888.

TREASURY DEPARTMENT,
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[By Alexander D. Anderson.]

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LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
BUREAU OF STATISTICS,
January 30, 1888.

SIR: I have the honor to transmit herewith a special report in regard to the inception, development, and present condition of the commerce of the Mississippi and Ohio Rivers, and of the bridges which cross them. The information embodied in the report was collected and prepared by experts appointed by you for that purpose, who discharged the duties assigned them under instructions issued by this Bureau; and they have succeeded in the midst of many difficulties in presenting much valuable historical, statistical, and other information which cannot fail to interest every citizen who gives attention to our great natural water-ways, embraced in what is popularly known as the Mississippi River System.

Respectfully yours,

Wm. F. Switzler.

Chief of Bureau.

Hon. C. S. FAIRCHILD,
Secretary of the Treasury.

THE COMMERCE OF THE MISSISSIPPI AND OHIO RIVERS.

INTRODUCTION.

Our great natural water-ways, which are embraced by what is known as the Mississippi River system, ought not for any reason to be undervalued or neglected, and especially for the reason that they cost us nothing.

The Mississippi River is the backbone of this system, and now is and will forever remain not only an important factor in the regulation of railroad transportation in the United States, but during the months of each year favorable to the use of its rivers, valuable aids to a commerce worthy of the fostering care of Government and people.

But for that river and its navigable tributaries and the large lakes on our Northern boarder the transportation of the United States between points inland and from these to the sea-board would be largely controlled by lines of railroad which are exclusively the property of corporations, some of which are the most colossal known to the country. It is easy to see, therefore, that but for the influence which these water-ways, under favorable conditions, are able to exert in the regulation of internal transportation, the interests of the people in respect to this subject would be almost exclusively within the iron grasp of the corporations named.

The whole number of square miles in the United States is 3,025,502. The Mississippi River system embraces an area of 1,238,642 square miles, or 41 per cent. of the total.

The numerous and outstretching arms of this system embrace wholly or in part Alabama, Arkansas, Dakota, Illinois, Indiana, Indian Territory, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, Ohio, Pennsylvania, Tennessee, Texas, West Virginia, and Wisconsin—eighteen States and three Territories. Its navigable streams number forty-five, and furnish the people more than 16,000 miles of river navigation—a line more than four times the length of the ocean line from New York to Liverpool and more than four times the distance by rail across the continent from New York to San Francisco.

In the review of the Mississippi River and its tributaries, prepared for this Bureau by Mr. Alexander D. Anderson (and which can be found in the general apendix), very interesting statistics are employed to show that the people of the United States possess in the Mississsippi and its forty-four navigable tributaries highways of commerce and cheap transportation to the sea-board of the commercial value of $2,000,000,000,000. That is to say, lines of railroad of equal length and tonnage with said river and its tributaries, if constructed at the usual expense of such improvements, would cost the people of the United States this enormous and almost incomprehensible sum.

When it is remembered that these great water-ways, capable of bearing to the markets of the country and from thence to foreign ports the tonnage indicated, are free gifts of nature, an unanswerable argument is furnished in support of a liberal policy towards them.

No one, therefore, will question that a special report, which faithfully records the history of the inception and development and discusses the present condition and points to the attainable possibilities of the commerce of the Mississippi River system and of the numerous bridges which cross its arteries, is justified by high considerations of public policy.

It is not the function of the Bureau of Statistics to enter the field of partisan discussion in respect to any of the economic or other issues which divide political parties. Since, however, the improvement of our rivers is not a party question, it can not be a transgression of this well-established policy if the conviction be expressed that, on account of their value to the people who now inhabit the United States and of the generations who will in the future occupy its territory and control its destinies, it is the duty of Congress not to undervalue or neglect the great natural highways of the nation.

Nor is it believed to be a transgression of the line of duty which this Bureau, under its present control, has seen proper to pursue, that special attention be directed to the historical and statistical information which this report furnishes, tending to impress the country with a proper conception of the value to us and to our posterity forever of the rich heritage which wise statesmen of an early period in our history secured almost without money and without price.

The tables which follow very clearly bring to view the area in square miles covered by the Mississippi River system and its population, together with its agricultural, mineral, and other resources, according to the census of 1880, from which it will be seen that extensive as our territory now is, the Mississippi Valley, as it may be defined by the rivers which drain it and whose common outflow is the Gulf of Mexico, embraces 41 per cent. of the area of our entire territory (only 9 per cent. below one-half) and 43 per cent. of our total population.

It will not be questioned that if these calculations were based upon the present population of this area the percentage would be largely increased.

The march of empire is rapidly tending from the Atlantic slope westward to the Mississippi Valley, the geographical center of the Republic; for, as is well known, the center of gravity of the nation's population is now near the east bank of the Mississippi River, and in a short time will be transferred to its west bank.

These and similar considerations have stimulated frequent inquiries of this Bureau for information in respect to the history, present condition, and future commercial possibilities of the people who inhabit this great valley, and justify collecting materials for and publishing a special report on the subject.

Wide as the field of inquiry is and difficult and almost insurmountable as the obstacles are which stand in the way of full and accurate information, it may be justly claimed that the report now submitted is reasonably exhaustive of the subject in its historical and statistical relations to the people, and as affording, in well-arranged and intelligible form, much valuable information that is new, and also some, it is true, which has at different times appeared in fragmentary form in newspaper articles, pamphlets, books, and reports.

Nevertheless, it is not too much to claim that this report is a collation of the most reliable information attainable, old and new, on a subject of importance to the country, in the light of which intelligent discussion of the problems concerning the Mississippi River system can be conducted in Congress and elsewhere and a wise policy evolved therefrom.

THE MISSISSIPPI VALLEY IN 1880.

On page —— of Mr. Anderson's "Review" (see Appendix) there is a table of percentages some of the items of which differ from those found in the tables following. These apparent discrepancies, when found to exist, grow out of the fact that Mr. Anderson's calculations are based on a larger geographical area for the Mississippi Valley than that accepted as such in the statistics which follow. Both enumerations are correct, and differ only because made in some instances from different points of observation:

Basin of the—	Area.	Population.	Density per square mile.	Rainfall.
	Sq. miles.			*Inch.*
Upper Mississippi	167,635	5,266,653	30.0	34
Missouri	519,000	2,720,476	5.2	18
Ohio	201,726	9,567,989	47.4	43
Arkansas	185,671	1,273,853	6.8	28
Red	89,970	728,025	8.1	39
Lower Mississippi	65,646	2,264,868	35.0	50
Total	1,238,642	21,821,854	16.8	.....
Total United States	3,025,502	50,152,866	.....	.....

Per cent. of square miles of the Mississippi Valley, 41; of population, 43.

PRODUCTIONS.

Basin of the—	Cotton.	Corn.	Wheat.	Oats.	Rye.	Barley.
	Bales.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
Upper Mississippi	.....	532, 236, 000	101, 916, 000	124, 131, 000	3, 448, 000	9, 297, 000
Missouri	.....	344, 599, 000	53, 996, 000	40, 282, 000	1, 545, 000	4, 702, 000
Ohio	216, 035	514, 203, 000	129, 983, 000	102, 185, 000	4, 809, 000	1, 203, 000
Arkansas	226, 467	39, 049, 000	5, 280, 000	3, 664, 000	124, 000	79, 000
Red	1, 265, 298	21, 365, 000	653, 000	1, 958, 000	2, 000	1, 000
Lower Mississippi	717, 370	78, 991, 000	1, 971, 000	2, 523, 000	184, 000	.....
Total Mississippi Valley	2, 425, 170	1, 530, 433, 000	293, 799, 000	274, 743, 000	9, 112, 000	15, 282, 000
Total of United States	5, 746, 414	1, 754, 861, 000	459, 479, 000	407, 858, 000	19, 831, 000	44, 113, 000

Per cent. of cotton production of the Valley, 42; of corn, 89; of wheat, 64; of oats, 67; of rye, 46; of barley, 37.

Basin of the—	Buckwheat.	Tobacco.	Sugar.	Molasses.	Rice.	Miles of navigation.
	Bushels.	*Pounds.*	*Hds.*	*Gallons.*	*Pounds.*	
Upper Mississippi	445, 000	4, 376, 000	.....	1, 200, 000	.....	2, 025
Missouri	199, 000	10, 121, 000	.....	5, 200, 000	.....	3, 954
Ohio	2, 238, 000	235, 131, 000	.....	1, 600, 000	.....	2, 782
Arkansas	7, 000	948, 000	.....	1, 200, 000	.....	1, 663
Red	1, 000	118, 000	4, 464	303, 948	101, 000	2, 058
Lower Mississippi	.....	18, 166, 000	155, 500	11, 091, 492	22, 107, 000	3, 983
Total	2, 890, 000	268, 860, 000	159, 964	20, 595, 440	23, 208, 000	16, 565
Total of United States	11, 817, 327	472, 661, 000	178, 000	22, 500, 000	.....	.....

Per cent. of buckwheat, 24; of tobacco, 57; of sugar, 80; of molasses, 83. Miles of navigable streams, 16,565.

LIVE STOCK AND PERCENTAGE OF INCREASE.

	Mississippi Valley.	United States.	Proportion of Valley to entire country.	Increase in past decade in—	
				Mississippi Valley.	United States.
			Per cent.	*Per cent.*	*Per cent.*
Horses	5, 852, 115	10, 357, 981	56	53	45
Mules	1, 107, 783	1, 812, 932	60	89	61
Working oxen	328, 764	993, 970	24	.....	.....
Milch cows	6, 278, 302	12, 443, 592	50	56	39
Other cattle	10, 218, 417	22, 448, 590	45	88	66
Sheep	13, 434, 190	35, 191, 656	38	25	24
Swine	33, 129, 992	47, 683, 951	69	120	90

VALUE OF LIVE STOCK.

	Number.	Value.
Horses	5, 852, 115	$301, 605, 121
Mules	1, 107, 783	74, 557, 615
Working oxen	328, 764	5, 917, 752
Milch cows	6, 278, 602	153, 825, 749
Other cattle	10, 218, 417	163, 494, 672
Sheep	13, 434, 190	31, 842, 056
Swine	33, 129, 992	154, 710, 965
Total	70, 349, 823	885, 953, 930
United States	140, 972, 673	1, 525, 276, 457

HOGS PACKED IN MISSISSIPPI VALLEY.

	Hogs.	Value.
Mississippi Valley	5,263,037	$82,102,377
United States	14,896,295	275,123,500

The hogs slaughtered in Chicago, however, should be included in the product of the Mississippi Valley, as all, or nearly all, of them come from the Valley States. This would make the number of hogs packed annually in the Valley 9,443,774, of the value of $155,425,360, or 56 per cent. of the production of the entire country.

AGRICULTURAL PRODUCTION OF THE MISSISSIPPI VALLEY.

The following table gives the entire agricultural production of the Mississippi Valley, and enables the reader to form an idea of the trade that the Mississippi River and its tributaries, and the railroads dependent on them, should enjoy and will enjoy at no distant day:

	Products.	Value.
Cotton ... bales	2,425,170	$107,050,000
Wheat ... bushels	293,799,000	289,441,000
Corn ... do	1,530,443,000	608,061,000
Oats ... do	274,743,000	98,787,000
Rye ... do	9,112,000	6,888,000
Barley ... do	15,282,000	10,162,000
Buckwheat ... do	2,890,000	1,917,000
Potatoes ... do	64,295,000	34,054,000
Hay ... tons	16,205,000	182,798,000
Tobacco ... pounds	268,860,000	23,847,000
Sugar ... hogsheads	159,964	14,396,000
Molasses (cane and sorghum) ... gallons	20,595,444	8,708,000
Rice ... pounds	23,208,000	1,160,000
Miscellaneous crops, including flax, hemp, beans, peas, millet, broom-corn, etc.	.....	131,080,000
Total agricultural products of the Mississippi Valley	.....	1,518,349,000

DAIRY PRODUCTS.

	Product.	Value.
Butter ... pounds	359,864,400	$62,176,880
Cheese ... do	76,403,500	9,168,420
Milk ... gallons	164,8[illegible]0,000	24,727,500
Total	601,147,900	92,072,800

MISCELLANEOUS PRODUCTS.

	Value of products.
Orchards	$28,215,000
Market gardens	15,325,000
Wool	12,683,000
Forest products	25,765,000
Lumber (not elsewhere counted)	83,117,000
Honey and other miscellaneous products	30,600,000
Total	195,700,000

Manufactures.

	Employés.	Products.
Cincinnati	52,284	$94,869,105
Louisville	16,569	32,381,733
New Orleans	9,239	18,341,006
Pittsburgh	36,465	74,241,889
Saint Louis	39,744	104,383,507
Other towns and cities	.....	1,437,493,239
Total manufacturing product of the Mississipi Valley	.....	1,761,710,479

Mining.

	Product.	Value.
Iron	.....	$166,135,000
Coal ..... tons	32,130,000	38,877,000
Petroleum	.....	15,822,000
Miscellaneous	.....	14,320,000
Total	.....	175,154,000

Value of iron and steel manufactures of the Mississippi Valley.

	Number of establishments.	Value.
Mississippi Valley	275	$106,135,000
United States	1,000	230,971,884

Proportion of Valley, 46 per cent.

Coal production of the Mississippi Valley.

	Tons.	Value.
Mississippi Valley	32,130,980	$38,877,000
United States	67,747,788	89,818,498

Proportion of Valley, 43 per cent.

GRAND TOTAL.

Agricultural products	$1,518,349,000
Dairy products	92,072,801
Miscellaneous products	195,700,000
Manufactured products	1,761,910,709
Mining products	175,154,000
Meat packing (not elsewhere counted)	108,365,000
Total	3,851,551,510

Mr. Andrew Carnegie, in his very valuable book entitled Triumphant Democracy, or Fifty Years' March of the Republic, says:

Nature has done much for America as regards facilities for transportation. Her inland seas, containing one-third of all the fresh water in the world, and her great rivers lie ready at hand awaiting only the application of steam to vessels to render them magnificent highways. A vessel sailing round the edges of these American lakes traverses a greater distance than from New York to Liverpool.

The rivers of America are also the largest in the world. After the Amazon and the La Plata comes the Mississippi, with an outflow of over 2,000,000 cubic feet per hour. This mighty river, which the Indians called in their picturesque language Father of

Waters, is equal in bulk to all the rivers of Europe combined, exclusive of the Volga. It is equal to three Ganges, nine Rhones, twenty-seven Seines, or eighty Tibers. "The mighty Tiber chafing with its flood," says the master. How would he have described the Mississippi on the rampage after a spring flood, when it pours down its mighty volume of water and overflows the adjacent lowlands? Eighty Tibers in one! Burns's picture of the pretty little Ayr in flood has been extolled, where the foaming waters came down "an acre braid." What think you of a tumbling sea 20 miles "braid" instead of your "acre," dear Robin? The length of the Mississippi is 2,250 miles, while its navigable tributaries exceed 20,000 miles.* The Father of Waters collects his substance from water-sheds covering an area of more than 2,500,000 sqare miles.*

"The Hudson is navigable by large steamers as far as Albany, 150 miles inland from the Atlantic. There are quite a dozen other rivers in which the like is possible. Many well-known sea-ports are considerable distances from the coast, properly speaking. Such are Philadelphia, Baltimore, New Orleans, and (on the Pacific coast) Portland. The presence of inland ports, with extensive docks, piers, and large craft, is a constant source of astonishment to the European traveler. The sight of ships of 3,000 tons burden 1,500 miles from salt water is sufficient to surprise one in whom the sight of rigged ships has always been associated with the sea. Walking along the quays of the lake cities—Buffalo, Toledo, Chicago, or Duluth—one might well imagine himself at the sea-coast.

"These great natural water-ways have been supplemented, and connected with each other by artificial canals. There were in the United States in 1880, 4,468 miles of canals, which had cost $265,000,000 (£53,000,000). Nearly 2,000 miles of canal had, however, been abandoned, having been rendered valueless by the superior facilities offered by railroads. Many of the canals still worked were reported not to be paying expenses, and part of these also will no doubt soon be abandoned. The freight traffic on canals in 1880 amounted to 21,044,292 tons, yielding a gross income of $45,000,000 (£9,000,000).

"The early history of navigation in America presents as many curious contrasts and interesting facts as do other divisions of the history of American progress. From the beginnings which to us seem ludicrously small and crude, the greatest results have come. At the beginning of the century a successful steam-boat had not been built. For twenty or thirty years inventors in France, Scotland, England, and America had been working and planning to apply a principle which they saw was perfectly applicable; but lacking knowledge of one or two little essentials, they only passed from failure to failure, yet constantly getting nearer and nearer to success. John Fitch and Oliver Evans are the names of the earliest representatives of America in this great struggle.

"After each experimenter had contributed some new light, an American engineer, Robert Fulton by name, gathered, in 1807, the multiplicity of lights into one great flame, and made practicable by the help of all what each had tried in vain to achieve by himself. Fulton's *Clermont* was the first commercially successful steam-boat ever built. A boat of 160 tons burden, she was launched on the Hudson in 1807, and ran over a year as a passenger boat between New York and Albany. The first steam-boat of the Mississippi Valley was built by Fulton in 1811, and was called the *Orleans*. She had a stern wheel, and went from Pittsburgh to New Orleans, more than 2,000 miles, in fourteen days. The next year Henry Bell, of Scotland, built the *Comet*, of 30 tons, which plied between Glasgow and Greenoch, and in 1813 sailed around the coasts of the British Isles. In 1819 the *Savannah*, 380 tons burden, crossed the Atlantic from America, visited Liverpool, St. Petersburg, and Copenhagen, and returned. Nineteen years later, the *Great Western*, 1,340 tons, and the *Sirius* steamed across the Atlantic from England, and only two years afterwards, namely, 1840, the present justly celebrated Cunard Line was established, inaugurating an era of ocean

* This estimate exceeds the figures presented in another portion of this report.

travel which has revolutionized human life, and brought the Old and New Worlds within six days of each other. * * *

"The traffic floated upon these Western rivers will surprise many. Take the Ohio, for instance; a competent authority has stated that the total of its trade from its head at Pittsburgh to its mouth at New Cairo, about 1,000 miles, exceeded in 1874 $800,000,000, or £160,000,000, a sum greater than the total exports of the nation about which we hear so much. It is upon the Ohio that the cheapest transportation in the world exists. Coal, coke, and other bulky articles are transported at the rate of one-twentieth of a cent, one-fortieth of a penny, per ton per mile. This is made possible by means of barges, many of which are lashed together and pushed ahead by a steam-tug. The current, of course, carries along the floating mass. The steamer has little to do but to guide while descending and to tow the empty barges back. The records of 1884 show that there were owned in the one city of Pittsburgh for use on the river 4,323 vessels, including barges, with a tonnage of 1,700,000 tons. One hundred and sixty-three of these were steam-boats. Twenty thousand miles of navigable waterways lie before these Pittsburgh craft, and many thousand miles more are ready to be opened by easily-constructed improvements in the lesser streams. This work the General Government is steadily performing year after year, as well as improving the existing navigation. Even to-day, a boat can start from Pittsburgh for a port 4,300 miles distant, as far as from New York to Queenstown and half way back, or as far away as the Baltic ports are from New York."

APPENDIX.

THE COMMERCE OF THE MISSISSIPPI AND OHIO RIVERS AND OF THE BRIDGES WHICH CROSS THEM.

1887.

PART I.

COMMERCE OF THE MISSISSIPPI RIVER FROM SAINT PAUL TO SAINT LOUIS.

By Frank Johnson, *Clinton, Iowa.*

The number and tonnage of each kind of craft passing up and down the river separately, and the number of the repeated trips of the craft of each kind.

As taken from the books of the supervising inspectors of steam-vessels at Galena, Ill., and Saint Paul, Minn., and the harbor and wharf master at Saint Louis, Mo., I find that in the year 1886 there were plying the Upper Mississippi and tributaries 138 boats carrying passenger license, with an aggregate tonnage of 17,144.45; 66 tow-boats, with a tonnage of 4,894.32; 24 ferry-boats crossing the river at various points, having a tonnage of 1,992.54; and 8 pleasure yachts, with an estimated tonnage of 16; 2 packets on Illinois River, with aggregate tonnage of 514; 100 barges towed in Mississippi during year 1886 with average tonnage of 174.15, or total of 17,415; and 63 barges in Illinois River, with average of 152.35 each, or total of 9,598—making a grand total of all classes of tonnage during the year of 51,574.31 used for transportation purposes in this great water way furnished by nature, owned by no company, and any man or association of men can transverse it from end to end with freight and passenger bearing craft and charge as much or little for it as they please.

Three packets of Diamond Jo Line of steamers, running through from Saint Louis, Mo., to Saint Paul, Minn., averaged 18 trips each during the season of 1886; one of same line running between Saint Louis, Mo., and Keokuk, Iowa, made 50 round trips. Three of the Saint Louis and Saint Paul Line, plying between points named, averaged 9 trips each. The latter were all large side-wheel boats and could only run during high water. One of the same line between Saint Louis and Keokuk made 73 trips. Two boats on Illinois River made 47 trips each during the season.

It is impossible to get at the exact number of each kind of craft, as in most instances no record is available; and where time cards were arranged for through boats the compliance with them was so irregular that no reliable data can be ascertained from which to deduce an authoritative statement. I have therefore taken as an approximation of trips by all classes of crafts on various parts of the river the record kept of steam-boats and barges that passed the draw at the following bridges during the year:

	Steam-boats.	Barges.
Winona, Minn	4,570	974
Clinton, Iowa	2,993	923
Louisiana, Mo	1,082	463

The above three points represent the extreme north, extreme south, and midway (or practically so) crossings between Saint Louis and Saint Paul, and from the figures above given an estimate can be made of the repeated trips with as great a degree of reliability as any that it would be possible for me to attempt.

The discrepancy appearing in the number of passages between the extreme north and extreme south points, or, in other words, at Winona, Minn., and Louisiana, Mo., is explained by the fact that a great majority of the boats used exclusively for towing logs ply north of the latter place and but a very limited number of such craft pass the bridge at that point. The boats passing at Louisiana are almost invariably through passenger and freight boats to and from the port of Saint Louis, as are the barges also that they have in tow, loaded with miscellaneous freight each way.

Total number steam-boats, all classes	238
Total number barges in Mississippi	100
Total number barges in Illinois	63
Total tonnage of boats	24,561.31
Total tonnage of barges	27,013.00
Grand total tonnage	51,574.31

So far as practicable, the kinds of freight carried down and up the river, separately, and the tonnage and value of each kind of freight.

The principal kinds of freight carried down the river are oats, wheat, corn, barley, pork, lard, butter, lumber, horses and cattle, flour, green hides, and lead. Up-the-river merchandise, including "iron, nails, glass, oils, paints, cordage," wagons and agricultural implements, salt, cement, staves, horses, cattle, coal, and many other miscellaneous articles impossible to enumerate. The principal steam-boat lines on the Upper Mississippi are the Saint Louis and Saint Paul Packet Company, the Diamond Jo Line, and the Eagle Packet Company. There are also many independent boats carrying freight and passengers. During 1886 the amount of freight carried was 337,713 tons, and passengers, 965,083.

There is no record attainable by which I can arrive at the value of each kind of freight carried. Add to the above the amount carried by independent boats, barges, etc., and from the most reliable information that I can obtain the amount of miscellaneous freight moved by the boats during the year 1886 was 437,713 tons, and while this is less than the amount carried in former years, the decrease is not any indication of a lessening of the importance of the Mississippi River as a transportation route, as will be practically shown ere the conclusion of this report.

During the season of 1887 the Diamond Jo Line of steamers carried 259,354,078 pounds of freight between Saint Louis and Saint Paul.

Similar information in regard to the freight floated down the river by rafts and in other ways than in permanent boats or vessels.

From statistics collected by A. Mackenzie, major of engineers, United States, at Rock Island, Ill., which can be considered as reliable as it is possible to secure on this question of paramount importance to all others, regarding the value of the Mississippi as a transportation route, I find from his figures that there were floated in the river for various distances, in 1886, 781,720,120 feet, board measure, logs, and 533,400,000 feet, board measure, lumber; total, 1,315,120,020 feet. Of the lumber 218,800,000 feet came from the Chippewa, 80,000,000 from the Saint Croix, and 92,500,000 from the Black. The total product, if shipped by rail, would load 108,760 cars of 12,000 feet each (about 20 tons each), the amount generally accepted by lumbermen as a car-load. Supposing an average length of car 35 feet, it would load a train 721 miles in length, or 5,438 trains of 20 cars each; and the business of 1886 represents nearer the minimum than the maximum, as it was a year of exceedingly low water and many very annoying log jams in the tributaries.

The lumber business is the most important interest on the Upper Mississippi and its tributaries. It gave employment in 1886 to 92 raft boats, valued at $720,000. Between Saint Louis and Saint Paul 74 saw-mills were operated by 67 wholesale lumber firms, having an invested capital of $33,000,000. Their manufacture during the year was—lumber, 934,735,854 feet, B. M.; lath, 267,888,340 pieces; shingles, 274,581,750 pieces. The success of this important trade depends upon the use of the Mississippi River as a line of transportation.

The source of and points to which distributed, so far as practicable, of the freight moved on the river in each direction, and the proportionate amounts transported from each point and distributed to each point of destination.

The principal portion of the freight moved north is through to the important cities and towns that skirt the river bank the entire distance between Saint Louis and Saint

Paul, and it is not an unusual occurrence to have an entire cargo of glass, nails, or iron for wholesale houses located in these places come clear around from Pittsburgh or Wheeling on the Ohio River to the Mississippi, and thence to its destination, thereby saving greatly in cost of freight. Frequently such cargoes are shipped to railroad crossing points and there transshipped to important interior points as a matter of economy, but the exact amount of such freight it is impossible to ascertain, only as it may subsequently appear under the head of "Historical sketch," in which will be grouped statistics of the development, growth, character, etc., of the important cities on the Upper Mississippi.

The growth or decrease of the river traffic as thus divided during the last five or ten years.

I can get no reliable statistical record only for the year 1876. In that year the amount of freight received at the port of Saint Louis from the Upper Mississippi was 224,860 tons, and the shipments from that port 93,360. The estimated total product of white pine, according to the figures of Major Mackenzie, floated into the Mississippi in 1876 is 1,350,000,000 feet, including logs, lumber, shingles, etc. The receipts at Saint Louis from the Upper Mississippi were: lumber, 112,786,133 feet; logs, 8,156,250 feet; shingles, 59,981,000; lath, 15,380,750; pickets, 6,803,000.

While I have no figures for any one given point for the year 1886, I find that the total amount of miscellaneous freights moved by the boats during the year was 437,713 tons, and the number of passengers carried by them same year 965,803. Of lumber, logs, etc., moved by water I find a total of 1,315,120,020. The number of steam-boats that passed the draw of the Davenport and Rock Island Bridge in 1876 was 1,976, and in 1886 there were 2,393, or 417 more boats passing the same point in the latter year than the former, indicating a very perceptible increase in traffic during the decade. While the figures for 1887, although not now attainable, will show a greater increase in the commerce of the river than for many years back, or since the advent of parallel lines of railroad to compete with the great water-way.

This is accounted for by the passage of the interstate-commerce bill, which is forcing large quantities of freight to the river route that formerly sought the rail, and during the present year transportation companies are increasing their facilities, and some of the finest large side-wheel packets that ever floated the Upper Mississippi are now being built on the Ohio to be placed on the northern waters next season by a new company, who will bid loudly for a fair share of the growing traffic in freight and passengers.

Steam-boat men realize the fact that they are hampered by no law in the regulation of their freight tariff, and that no monopoly has exclusive rights on the great river.

As a consequence, the people are receiving the benefits, and each successive year will re-enforce them, until the tranpsortation facilities enjoyed by the millions that inhabit the fertile Mississippi Valley will have no parallel on the American continent.

The past decade up to 1886 shows in all but a slight increase in river traffic, but the next from that year on promises a great increase, and the people are correspondingly happy.

The influence which the river has exerted as a regulator of freight rates on staple commodities moved from the West to the East across the river, or to seaboard and European markets, and the influence which it exerts in any way upon freight rates by rail in any direction; also its future prospects and influence as a highway for traffic.

Railroads now carry the larger portion of the miscellaneous freight which was formerly transported by river; but they are compelled by river competition to carry such freight during the season of navigation at very low rates. The saving to commerce, therefore, resulting from the Mississippi River and its improvements comes from the resulting low rate of freight, and its money value must be calculated not only from freight moved by water, but also freight moved by rail in competition with the water route. Major Mackenzie truthfully says that the effect of the river, if kept in a navigable state, in the saving to commerce, would be the same if not a pound of freight was actually transported on on the Mississippi.

How much the effect would be in cheapening the cost of transportation it is impossible to accurately say, but it is fair to estimate such reduction in cost at about one-third. The railroads competing with the river are obliged during the season of navigation to reduce their freight charges in order to obtain business; but from the time navigation closes in the fall (usually about November 15) until its reopening in the spring (during the month of March) the rates are from two to six times more than during the months boats are running. The average cost of transporting lumber and logs from the tributaries to various points on the Upper Mississippi River was, during 1886, $1 per 1,000 feet, board measure, showing a saving in water transportation of $2 per 1,000. There were moved

by water 1,315,120,020 of logs and lumber, which indicates a saving in this item of $2,630,240 as compared with transportation by rail.

The saving to commerce on the miscellaneous freight actually moved by water in the year 1886 on this upper river is placed approximately at $800,000, which, with the saving on lumber, gives us $3,430,240. This figure, it must be remembered, only represents the saving on freight actually moved by river. The immense additional saving to commerce from low rates on freight moved by rail in competition with the river can not be calculated, but the aggregate must be among the millions.

To quote from a memorial presented to Congress by the Minnesota legislature in 1885, pertaining to the necessity of continuing the improvement of the Mississippi, in order that it may be navigable at all stages of water from Saint Paul to the Gulf:

"These results already attained justify the belief that the well-directed plans of the engineers in charge can secure such a depth of water as will allow wheat to be transported from the Falls of Saint Anthony to the Belize and put on board ships, to be conveyed to Europe, and flour to our South American and Mexican neighbors, at freight charge not to exceed one-third those now paid to reach the markets. Wheat at 8 cents per bushel (freight) on board ship at the Belize means $6,400,000 per year saved to Minnesota on her present production."

There must be added to this the untold millions which would be saved to the productive and rapidly developing States of Wisconsin, Illinois, Iowa, and Missouri that are bounded by that part of the river under consideration, should the improvements spoken of above be carried forward to completion and maintained after completion.

The influence of the river as a highway for traffic and a regulator of rates to the seaboard, in my opinion, is of incalculable benefit to the people that inhabit this fertile valley, and in fact the inhabitants of the entire Northwest, as it stands as a monitor or highway created by nature between the people and extortions that would and are being practiced by railroads where its influences are not felt.

In this alone its value can not be computed in dollars and cents, but is appreciated by every intelligent mind cognizant of the great influence it exerts in the reduction of rail rates in moving the immense products to the seaboard for transshipment to the European markets. The river is, and ever will be, a competitor in this traffic.

It is assumed from the most reliable statistics attainable that 40 per cent. of the eastbound tonnage from Iowa represents the products of the soil, and it would be safe to estimate at least a similar amount from Minnesota, Illinois, and Wisconsin, as these States are mainly agricultural. This percentage represents the surplus or proportion of earnings from which is realized the material prosperity of the people of these States

It is, then, a matter of special interest that the rate paid by this 40 per cent. from the producer to the ultimate market shall be the lowest amount practicable. Whatever causes at home or abroad raise or depress the values of these products, the final and determining price is fixed by the rate at which they are sold in Liverpool and London—the markets of the world. So far as the future seems to promise there is little to encourage the hope of materially higher prices for the surplus represented by this 40 per cent., other than by the continued improvement of this great natural highway of commerce given by an all-wise Creator to the people of this land to utilize in the regulation and cheapening of transportation, so that the farmers, the producers, and the manufacturers can get to the markets of the world with their products at the lowest possible rate.

If, as has often been stated, the tardiness of reaching these markets by the natural water ways is an insurmountable obstacle to their use in this rapid age, it can not be consistently denied that the fact of nature's highway being in readiness at least eight months of navigable season each year will, during this annual period, fix the rates at which the railroads carrying to the same destination must perform the service, and in doing this the route given by nature to the land is of incalculable value, and its possibilities for future use in this direction is beyond the conception of man.

The amount of money, as near as you can ascertain, which has been expended by the United States Government on the improvement of the navigation of the river between Saint Louis and Saint Paul up to the present time.

From figures furnished by Maj. A. Mackenzie, Rock Island, I find that there has been expended for improving the Mississippi River from Saint Paul to Des Moines Rapids by the United States Government up to January 1, 1887, the sum of $1,263,205.02.

Amount expended to same date improving Rock Island Rapids, $1,169,829.07.

Amount expended improving Des Moines Rapids, which includes the construction of the canal, $4,480,879.08.

Making a grand total, including the latter item, of $6,913,913.17 expended by the Government up to January 1, 1887, on the 527 miles of river under consideration.

I have been unable to secure any record of amount expended from Des Moines Rapids to Saint Louis, but it has been very light as compared to the expenditures reported, and

all very meager, when the value of the improvements made are taken into consideration.

Subsequent to writing the above relating to amount expended by the Government on the improvement of the Upper Mississippi between Saint Louis and Saint Paul, I have received the following information from E. A. Ruffner, captain of engineers, at Quincy, Ill., who has charge of the work between Des Moines Rapids and Saint Louis, or rather mouth of the Illinois River. He states:

"Approved plan of operations, consists in contracting the lower water-bed of the river to suitable dimensions at such localities as numerous channels or insufficient depth exists. Island chutes are closed by brush and stone dams, and wing dams of the same construction are built where necessary to guide or contract the channel. The heads of islands, ends of dams, and many caving banks are protected by brush mats and ripraps. Dredging is resorted to, when necessary, and will be, in future, more used during low water, when a hydraulic dredge, which is to be built this winter, is ready for use. New work and repairs to old work are sometimes done by contract and sometimes by hired labor and United States plant. Amount expended to end of last fiscal year, $787,170.94. Amount available for present fiscal year, $150,000." Add amount, as reported by Captain Ruffner, to my former total and we have a grand total expenditure by the United States Government, on the river under consideration, to January 1, 1887, of $7,701,084.11.

BRIDGES.

A brief description of the character of the bridges across the Mississippi River between Saint Paul and Saint Louis and the facilities for traffic across them.

Hastings Railway Draw-bridge.—Commencing on the right bank, the approach is an embankment of 300 feet; then 235 feet of trestle; then a draw span of 300 feet over all—two spans of about 150 feet each and one of 106 feet; then 2,286½ feet of trestling to a bridge of two spans, each 105 feet; then trestle for 700 feet to the embankment. The piers are built of the magnesian limestone found in that vicinity, the most of it from Barn Bluff, at Red Wing, and all rest upon piles sawed off. The draw-span and two adjoining 150-foot spans have iron trusses of the Post pattern. They were built by the American Bridge Company of Chicago, and are of a combination of wood and iron. The draw is worked by men with levers. Opened for railway travel in 1881. The cost of the structure was $60,000. Facilities for traffic good. Built by the Hastings and Dakota Railway Company.

Winona Railway Bridge.—This bridge was built by the Winona and Saint Peter's Railway Company in 1869–'70 and opened for travel in 1871. Commencing on the west bank, the bridge is reached by trestling for about 2,100 feet. The first span is 80 feet from centers. It is a Howe truss. The next going east is the draw-span, which is 360 feet over all, giving clear openings of 160 feet. This span is of iron, and of the Post pattern. The next two spans are each 250 feet from centers, and are Howe trusses. This brings us across the main channel to the low island. From here are seven spans of wood, each 142½ feet in length. The slough is crossed by Howe trusses, four spans of 160 feet each from centers. Then come nine Queen post trusses of about 45 feet in length, each resting on piles; then two trusses of 142½ feet span and one of 45 feet. Then comes an embankment, 2,805 feet; then 75 feet of trestling; then two spans of 132½ feet each, and then 345 feet of trestling across the slough to embankment, making 3,988 feet of bridging, exclusive of the trestle approach on the west bank. The draw is turned by a small steam-engine or by hand. Reported cost, $200,000. Facilities good for traffic.

La Crosse Railway Bridge.—Built by Chicago, Milwaukee and Saint Paul Railway Company in 1875–'76; opened for travel in December, 1876. Commencing at North La Crosse there is an embankment 1,420 feet in length (the Black River); then 600 feet of pile trestle to a pivot-draw span (this span is 310 feet over all); then 1,900 feet of trestling to French's Slough; the bents from French's Slough to the Old Channel, 2,000 feet, there is trestling; of this distance 1,125 feet is on a 2 degrees curve, which ends 50 feet from the pier on the bank of the Old Channel. This old channel is crossed by 5 spans of 148 feet each—total, 740 feet; then 650 feet of trestling across Minnesota Island to the bridge, over what is now the main channel of the river; of this distance 593 feet is on a 5 degrees curve. The main channel is crossed by two spans of 164 feet each, one of 250 feet, and a pivot-draw of 360 feet. This portion of the bridge is on a straight line, which extends 100 feet beyond the right or west abutment; then comes a 6 degrees curve for 534½ feet, and then 4,340 feet tangent, extending to La Crescent Junction; all on the west side of the bridge is trestle. The whole length between main line on east side of river and main line on west side is 13,540 feet. Over the Old Channel there are five spans of iron, built by the American Bridge Company, of Chicago. These spans weigh about 70 tons each. Each of the draw-spans rests upon a pier of three rows of capped piles at right angles with the axis of the bridge. The center pier is of masonry,

resting on piles. The draw-span rests, when open, upon three rows of piles above and below the bridge. Facilities for traffic good. Estimated cost of structure, $300,000.

Prairie du Chien railway pontoon bridge.—This novel structure was built by Mr. John Lauler, of Prairie du Chien, Wis., for use of the Chicago, Milwaukee and Saint Paul Railway, and opened for railway travel between Prairie du Chien, Wis., and North McGregor, Iowa, April 14, 1874. The river here is divided by an interjacent island into two channels, both of which are navigated. The McGregor Channel, so-called, is 1,500 feet wide at a medium stage of water, and the Prairie du Chien channel is 2,000 feet in width. The distance between the Wisconsin and Iowa shores, embracing the island to which reference has been made, is 7,000 feet, which corresponds to the length of the bridge. The structure throughout is of ordinary piling, except across the navigable portions of the channels, which are covered by the pontoon draw. Each of these draws is a single float 30 feet wide at the bottom, 6 feet deep, and 41 feet on deck, and 408 feet in length. The frame and bottom of the draw is of Norway pine, of heavy dimensions, and the deck of white pine. Each draw has five heavy bulkheads running the whole length, which are thoroughly bolted through and through. The track is regulated to the varying stages of the river by a system of blocking confined in a frame and adjusted by means of hydraulic jacks. The range of variation between high and low water at this point is 22 feet. There is used in the construction of each of the draws about 600,000 feet of plank and timber. The draw is operated by a steam-engine of about 20 horse-power, which communicates motion to a pulling chain passing over a drum, and stretching along the bed of the river to suitable points above and below, where it is fastened securely to a dolphin (a clump of piles united together). The pontoon when closed for the passage of trains, is held in position by a T-shaped wrought-iron shaft 5 inches in diameter, which projects above the side of the draw into a timber frame, faced with iron and secured by a pier driven around it. This coupling or fastening is so arranged that it may be instantly attached or detached by a single person. The draw, when in position for the passage of trains, lies across the current of the stream at about a right angle, and when opened for the passage of river craft comes to a rest parallel with the thread of the stream. The time consumed in opening or closing is about three minutes. The ends of each draw are adjustable to the approaches by trusses 30 feet in length, composed of iron and timber, by means of which the track upon the pontoon is securely connected with the permanent track. At each end of the draw sheer-booms rest on piers driven for the purpose, and extend at an easy angle to either shore, by which means the largest rafts are guided through the draw opening without the necessity of uncoupling.

The structure cost $150,000, or one-sixth the estimated cost of an ordinary pivot bridge at the same point, and its facilities for traffic are fully commensurate with every requirement. A bridge of similar style was erected in 1872 across the Mississippi River between Wabasha, Minn., and a point in Wisconsin near the mouth of the Chippewa River; and Congress has authorized the building of others at various places on the Upper Mississippi. Mr. Lauler has had charge of the transit of passenger and freight over the Mississippi at Prairie du Chien for many years for the Chicago, Milwaukee and Saint Paul Railway Company, and he conceived the idea of a pontoon to do the work cheaper and safer than by steam-boat and barges, as before, and it may be truthfully said that he is not only the designer and builder of the pontoon now being adopted for this purpose, but its originator. For more than thirteen years Mr. Lauler has successfully operated his pontoon, and, in the words of a very eminent and practical engineer, if necessity should demand it, by his device it would be practicable, using two pontoons, to open a clear water space of 1,000 feet in a railway pontoon bridge in four minutes of time and restore the same into position in about the same length of time. River men generally speak of the McGregor bridge as presenting by far the least obstruction to navigation of any bridge spanning the river between Saint Louis and Saint Paul, and highly recommend such structure as both economical and practical.

Dubuque railway draw-bridge.—This bridge was built and opened for travel in 1868 by the Dubuque and Dunleith Bridge Company, under act of Congress approved July 25, 1866.

The bridge approach from the Iowa side is over bottom land or trestling for a distance of 2,400 feet. A portion of this distance is on a curve of about 1,400 feet radius. The first pier is placed upon the old level at a point 125 feet back from the usual low-water shore line. The next pier was built in the river upon what at times is a dry sand-bar. The other piers stand in the water. The spans commencing at the Iowa shore are, first, four of 225 feet from centers; then one 250 feet from center; then a draw-span 360 feet over all, with clear openings of 160 feet; then a span of 250 feet, reaching to the Illinois shore. One hundred feet from this abutment is the entrance to a tunnel 835 feet in length. The masonry of the piers rests upon grillages placed upon piles which are sawed off about 10 feet below low water. The superstructure is of iron, built by the Keystone Bridge Company, of Pittsburgh, Pa. All the parts of the draw are of wrought iron; in

the other spans cast iron is used for the upper chord and the head and foot of the posts. The draw is opened and closed by a small engine resting upon the drum of the turntable. It is also provided with apparatus for turning by hand. General C. H. Booth, secretary of the bridge company, furnishes me the following information relating to the structure:

"The Dunleith and Dubuque bridge was built in the year 1868. It is an iron bridge 1,760 feet long from shore to shore, consisting of six fixed spans and a draw-span, as follows:

	Feet.
Two spans, 250 feet each	500
Four spans, 225 feet each	900
One draw-span	360
Total	1,760

"These spans rest upon substantial stone piers in the river, and abutments on both shores, all well sheathed with boiler iron to protect them against floating ice, and all well riprapped to protect their pile foundations. The entire structure, including the approach on the west bank of the river, cost $932,780.12."

It is used by the Illinois Central Railway Company to connect with their Iowa lines at Dubuque, and has equal facilities for traffic with any other bridge of like character on the Mississippi River between Saint Louis and Saint Paul.

Sabula railway draw-bridge.—Although I have used persistent efforts by correspondence and otherwise to get history, etc., of this structure, I have thus far been unable to secure the desired information, but may subsequently be enabled to do so before the completion of this report. The Chicago, Milwaukee, and Saint Paul Railway Company built the bridge and operate it. Its cost, I should judge, would approximate that of the Dubuque bridge, and its facilities for traffic equal.

Clinton railway draw-bridge.—This bridge was built by the Albany Bridge Company under authority of the legislatures of the States of Illinois and Iowa. The portion over the east channel to Little Rock Island was built and in operation in 1859, and leased to the Chicago, Iowa and Nebraska Railway Company June 26, 1862.

The following is clipped from the Clinton Herald, January 12, 1867:

"The first pile for the piers was driven January 15, 1859, and the last span was dropped upon its bearings December 14 of the same year. The grading to connect it with the Galena Company's track at Fulton was completed by that company January 8, 1860; the first train made its passage over the bridge from the Illinois shore to Little Rock Island at noon January 19, 1860. * * * This portion of the bridge consisted of seven spans, each 200 feet long, of the McCullum patent inflexible-arch truss, supported by stone piers resting on piles. The bridge is reached by pile-way about 1,400 feet long."

In 1868 and 1869 this part of the bridge was entirely rebuilt, and the first span next to the Illinois shore was replaced by an iron truss. It has an available width for rafts to pass through of 180 feet. The remaining portion, 1,200 feet, to the abutment on Little Rock Island was replaced by eight iron spans of 150 feet each. The new piers were smaller, 9 feet wide on top, of masonry resting on piles. The 200-foot span and the two adjoining 150-foot spans were built by the American Bridge Company, of Chicago, on the Post pattern. The next two were built by the Detroit Bridge Company, of Detroit, Mich.; the next two by the Phœnixville Bridge Company, of Phœnixville, Pa.; the next two by the Keystone Bridge Company, of Pittsburgh, Pa.; the last six are of the Pratt truss pattern. The bridge over the Iowa or main channel was commenced in January, 1864, and on January 6, 1865, the first train passed over it. It consists of three spans besides the draw. Two spans are 175 feet and one is 200 feet long. The draw is 300 feet long, and was entirely rebuilt of iron by the Detroit Bridge Company, of Detroit, during the winter of 1886–'87. The other spans are also of iron, and the bridge from the Iowa shore to the island is 850 feet long. The draw is turned by an engine placed on a truss above the roadway. The bridge is owned and operated by the Chicago and Northwestern Railway Company, and by their permission crossed by the Chicago, Burlington and Quincy. Its entire cost, with sheer-booms and other suggested improvements, by proper authority, for the benefit of navigation and safety in passage, which have been constructed and put in place by the company, is:

Draw and bridge from shore to shore	$800,000.00
Sheer-boom on Illinois side	14,000.00
West float, on Iowa side	8,834.06
East float, along Little Rock Island	3,691.89
Total	826,525.95

The sheer-boom and float were built under the supervision of Superintendent of Bridge Work W. D. Walden for the Northwestern Company, and together with the reconstruction of the entire bridge and a draw of the latest and best patterns, make the structure now one of the finest and most substantial on the river. This bridge was declared a post-route of the United States by act of Congress approved February 27, 1867, and had the first draw on the river turned by steam-power. Its facilities for traffic are unsurpassed, as its present permitting transit of two important lines of road without injury or perceptible delay to either fully demonstrates. The Chicago, Burlington and Quincy Railroad Company were authorized by an act approved April 1, 1872, to build a pile and pontoon bridge at this place, but failed to build.

The new Rock Island bridge.—The first Rock Island bridge was built between the years 1853 and 1856, to connect the Chicago and Rock Island Railroad in Illinois with the Mississippi and Missouri in Iowa.

The only authority for construction was an act of the Illinois legislature approved January 17, 1853.

This bridge was so constructed as to prove a very dangerous obstruction to navigation. January 4, 1858, the United States House of Representatives passed a resolution calling for information as to whether this bridge was a serious obstruction, and, if so, what action was necessary on the part of the Government. The Committee on Commerce reported that the bridge as constructed was a material and dangerous obstruction to navigation, but at that time recommended no action on the part of the Government.

At the request of certain members of Congress, a board of engineers was appointed to examine and report upon the Rock Island bridge. Their report, dated May 19, 1859, states that in this case all the principles of bridge building in their relation to interests of navigation were violated, and that the obstruction was materially greater than there was any occasion for.

But it was not till 1866 that any action was secured looking to the removal of the old bridge. In that year Congress passed an act in connection with certain legislation for the Rock Island Arsenal for the removal of the bridge and the construction of a new one. Considerable delay occurred in reaching agreement as to plans, and further delay was caused by the failure of the Rock Island Company to agree to certain conditions. But a joint resolution of Congress, approved July 20, 1868, gave specific authority to the Secretary of War to allow sixty days for the railroad company to file acceptance of certain conditions, and then to proceed to the removal of the old bridge and commence the new structure.

An agreement was reached and work on the new bridge was commenced in 1869, and opened for railroad traffic in October, 1872.

The bridge was built by the United States under the direction of the Engineer Corps of the Army. And in accordance with the acts of Congress the Rock Island Railroad Company refunded one-half the cost of superstructure and one-half the expense of keeping the bridge in repair. The cost of the bridge was $1,000,000, which sum was fixed as the limit of cost by Congress.

The bridge is situated at the foot of the Rock Island Rapids, where the bed of the river is of limestone. The width at the site of the bridge is 1,650 feet; immediately below the width is 3,000 feet.

The bridge, commencing on the Davenport side, is approached by the railroad by a curve of about 1,200 feet radius from the main track on Fifth street to the junction of Fourth and Rock Island streets, which is crossed diagonally on a bridge of one span. The approach then continues on the diagonal to the intersection of Third and Iowa, which is crossed by a single span of 120 feet; then it is on a curve of about 1,700 feet radius to the junction of Second and Front streets, which is crossed by a span of 196 feet to the main bridge.

The main bridge has one span of 260 feet, then three of 220 feet, then one of 260.5, and then the draw, 370 feet from end to end, with two clear openings of 160 feet each. A span of 80 feet then carries the railroad track to the embankment on the island; an embankment across the island and a bridge over the slough of four spans of 150 feet each, and then there is an embankment to the main track on the Illinois side.

The bridge as constructed has two decks, the lower one furnishing a wagon-way 18 feet wide, and two side-walks outside main trusses, each 5 feet wide, and on the upper is laid a single track for the railroad.

The upper deck is now used by the Chicago, Rock Island and Pacific Railroad only. Other roads are, by the act of Congress, granted the privilege of using the bridge by paying to the parties in interest the proportionate cost of the bridge.

The bridge is of wrought iron throughout. The upper chords are of rolled channel-bars and the lower links in the fixed spans. In the draw-span both upper and lower chords are of channel-bars. The draw is opened and closed by an engine placed on the outside of the truss on a level with the railroad floor. The posts are Phœnix beams. The rail-

road floor beams are attached to the posts so as to form a system of lateral bracing. The bridge over the main channel was built by the Baltimore Bridge Company. The masonry of the piers is resting on solid rock bottom foundation over main river and on piles over slough is of a very substantial character. G. K. Warren, major of Engineers, and brevet major-general U. S. Army, in his report on this bridge and all others built across the Mississippi prior to 1878, says: "This bridge has met the wants of navigation as fully as a low draw-bridge is capable of doing. The locality is particularly favorable to this kind of bridge, as there is sufficient depth of water for boats and rafts from shore to shore, and the rock bed renders a change in this impossible." Its facilities for traffic will meet every requirement, and the structure is creditable alike to the Government and the Rock Island Railroad Company.

Burlington Railway Draw-bridge.—This bridge was built by the Burlington Bridge Company, in 1867 and 1868, under act of Congress approved July 25, 1866, and opened for traffic August 13, 1868, by the Chicago, Burlington and Quincy Railroad Company. The bridge crosses the Mississippi River about 4,000 feet below the steam-boat landing at Burlington, Iowa. The river at this point is about 2,100 feet wide between the low-water banks, with a large extent of bottom-land, overflowed 5 to 10 feet at highest water, extending to the Illinois bluffs. The channel of the river for 5,000 feet above the bridge and 3,000 feet below runs along the west bank in a direction for the most part parallel with the shore, which is rocky.

The bridge is approached from the west on an embankment, with a curve of about 720 feet radius. The whole length of the bridge is 2,235 feet.

Georgo C. Smith, chief engineer Chicago, Burlington and Quincy Railroad, furnishes the following:

"It is built of iron throughout, and consists of eight fixed spans and one draw span, of the following lengths:

	Feet.
6 spans, each	250
1 draw	360
1 span	200
1 span	175

"Total cost of bridge was $1,250,000."

The masonry is built of stone from Athens, Ill., and Le Clair, Iowa. Facilities for traffic good.

Fort Madison Railway Draw-bridge.—Information relating to history, character, etc., of this structure has as yet not been received by me. I hope, however, ere the completion of this report to secure it, and if so, will subsequently incorporate it with other bridges within territory assigned to me.

Keithsburgh Railway Draw-bridge.—This bridge was built by the Mercer County Bridge Company, of Keithsburgh, Ill., in 1885, and leased to the Central Railroad, of Iowa. Official history of construction, cost, etc., has not yet been attainable.

Keokuk Railway and Highway Draw-bridge.—This bridge was built in 1869 and 1870, by the Keokuk and Hamilton Bridge Company, under act of Congress approved July 25, 1866.

The river is spanned by twelve spans of the following lengths, commencing at the Keokuk side and measuring along the axis of the bridge, and from center to center of piers: First, a pivot draw-span, 380 feet long from end to end. Then comes spans of 258 feet, 256.3 feet, 162.6 feet, 162.5 feet, 163 feet, 151.5 feet, 164.9 feet, 165.1 feet, 164.3 feet, and 165 feet, respectively, making the total length of bridge about 2,190 feet. On the Illinois side there is a high embankment for 1,930 feet. About 500 of this is in the low-water channel-way. There is next a single span of 95 feet over a slough, and then the embankment is continuous to the high ground, a distance of about 1,200 feet, making a total length of bridge and embankment approach on the Illinois side of 5,475 feet. The approach on the Keokuk side is over a structure of masonry on a curve of about 850 feet radius, the abutment being about 160 feet from the shore-line. The Illinois approach and the bridge are on a straight line. The Keokuk end of the bridge is about 900 feet below the lower end of the Des Moines Rapids Canal. The piers are constructed of limestone, the greater part of which came from quarries in the immediate vicinity. They rest upon a timber grillage, and this upon the rock of which the bed of the river is composed.

The bridge was built by the Keystone Bridge Company, of Pittsburgh, in 1870. It is of wrought-iron throughout, except the head and foot of posts and angle-plates of upper chords, which are of cast-iron. The bridge was built for rail and highway travel on the same floor. The whole bridge, including sidewalks, is floored over at the same level, the top of the track being about 1 inch above this floor. The draw is turned by a small steam-engine on the turn-table, the greater part of the machinery being below

the floor of the bridge. It can also be turned by hand. Estimated cost of bridge and approaches, $1,000,000. Facilities for traffic good

Quincy Railway Draw-bridge.—This bridge was built by the Quincy Railroad Bridge Company in 1867 and 1868, under act of Congress approved July 25, 1866, and opened for travel November, 1868.

The bridge crosses the river about one mile above the landing at Quincy, Ill. The site was chosen because of the channel being permanent along the Missouri shore, thus furnishing a good location for the draw. The width of the river here between low-water banks is about 3,000 feet. The bridge is approached on the Missouri side by a long embankment, with occasional openings in it to allow the passage of flood water when the bottom is overflowed, and for the drainage of the bottom lands. The first span is 250 feet—partly over the land—the next a pivot-draw 362 feet long, with two openings, each 160 feet in the clear; then a span 250 feet long; then two spans, each 200 feet long; then eleven spans, each 157 feet long; and then next to the shore of the island one span of 200 feet. An embankment of 670 feet extends across low land to Wood's Slough; then comes 400 feet of trestling across this slough; then 285 feet of embankment to the bridge over the bay. This bridge has six spans—first, one of 82½ feet; then one of 85 feet; then a pivot-draw 190 feet long, with 80 feet clear openings; then a span of 85 feet, and another of 82½ feet. The draw on this bridge is required by an act of the Illinois Legislature.

The length of the bridge over main river is 3,185 feet, and over the bay 525 feet, making, with trestling and embankment on the island, 5,068 feet from abutment on Missouri shore to abutment on Illinois shore. The masonry of superstructure is of stone from Grafton, Ill., and Keokuk, Iowa. All the piers in the main river, except the pivot, and all in the slough, rest upon wooden piles. The pivot-pier, in main channel, rests upon four iron cylinders, each 14 feet in diameter and 30 feet long, filled with concrete. The superstructure was built by the Detroit Bridge and Iron Works. The fixed spans of the main bridge are quadrangular girders, with cast-iron upper chords, Phœnix rolled posts, and bottom chords of open links. In the draw over the main river both chords are rolled channel-beams riveted together. The bridge over the bay is a Bollman truss, with cast upper chords and posts. The draw is the same, with riveted upper chords, supported by hog-chains over a central tower. The draw of the main bridge is turned by a small steam-engine; that over the bay by hand. Estimated cost of entire bridge and approaches, $1,250,000. Facilities for traffic good.

Hannibal Railway and Highway Bridge.—This bridge was built in 1871, under act of Congress approved July 25, 1866, and opened for travel in 1871.

It crosses the river at a point about 1 mile above the steam-boat landing of Hannibal, Mo. The river at this point is nearly all in one channel, and is very narrow and deep. It was a noted crossing place for the Indians in their day. Its width where the bridge is is about 1,500 feet. On the Missouri side the bridge is approached through a short tunnel. The line of the bridge is at right-angles with the general course of the river. The spans commencing at the Missouri side are, first, one 250 feet from center of piers; then a draw-span 360 feet over all, giving two clear openings of 160 feet; then one span 250 feet, and four of 180 feet each, making the total length of the bridge 1,580 feet. The substructure, commencing at the Missouri abutment, is first an abutment of masonry resting on the rock of the bank; the draw or pivot pier is of solid masonry, resting on piles; the other piers are of solid masonry, upon a grillage, resting on piles. The superstructure of the bridge was built by the Detroit Bridge Company. The draw is iron in all its parts. The other spans are all of wrought-iron except the top chords, which are cast. The draw is turned by a steam-engine, located between the trusses above the roadway. The wagon-way is on the same floor and same level as the railway. Vehicles are not allowed to enter the bridge while a train is on any part of it, and a train is not permitted to enter while a vehicle is on it. The bridge has no sidewalks. It is used by the Chicago, Burlington and Quincy, and Toledo, Wabash and Western Railways. Estimated cost, $800,000; facilities for traffic, as is demonstrated by the two lines that use it, are very good.

Louisiana Railway Bridge.—This bridge was built by the Mississippi River Bridge Company and the Louisiana Bridge Company, consolidated by an act of Congress approved March 3, 1871. It was completed at a cost of $680,000 in 1873, and in 1877 leased in perpetuity to Chicago, Alton and Saint Louis Railroad.

The first span is 162 feet to the center of the draw rest-pier; then a draw-span 444 feet over all, with two clear openings of 200 feet each; then a span of 256 feet; then one of 226½ feet, and then six spans of about 161 feet each from center of piers, making a total length of bridge of 2,050 feet. The piers of the bridge are of masonry, the stone having been obtained from the neighboring bluffs.

The superstructure is of wrought iron, except in some minor parts. The bridge over Noix Creek in the Missouri approach was built by the American Bridge Company of

Chicago. It is 140 feet long. The two long spans and the draw-span of the main bridge were built by the Kellogg Bridge Company, of Buffalo, N. Y. The draw-span is the longest on the Mississippi River, and at the time of its construction was the longest in this country. The short trusses were built by the Keystone Bridge Company. The draw is turned by a steam-engine placed on a turn-table outside of the truss. The usual time to open and close the draw is from three or four minutes. Facilities for traffic equally good with other structures of like character on the river.

The latter concludes a brief description of all the bridges that span the Mississippi River between Saint Paul and Saint Louis that are used for railway traffic. In gaining the information I have taken liberally from the very able report on "Bridging the Mississippi River," made by Bvt. Maj. Gen. G. K. Warren, major of engineers, in the year 1878. This, together with other information as far as it was attainable from every source reliable, has been compiled, and will, on this important subject convey a mass of information not heretofore given to the Bureau of Statistics.

Memoranda of bridges reported and their cost.

	Cost.		Cost.
Hastings, Minn	$300,000	Burlington, Iowa	$1,250,000
Wabasha, Minn	60,000	Fort Madison, Iowa	*700,000
Winona, Minn	*200,000	Keokuk, Iowa	1,000,000
La Crosse, Wis	*300,000	Keithsburgh, Ill	*750,000
Prairie du Chien, Wis	150,000	Quincy, Ill	*1,250,000
Sabula, Iowa	*600,000	Hannibal, Mo	800,000
Clinton, Iowa	826,526	Louisiana, Mo	680,000
Dubuque, Iowa	932,780		
Davenport, Iowa	1,000,000	Total	10,939,306

* Estimated.

Bridges (pontoon) between Saint Paul, Minn., and Saint Louis, Mo., authorized but not built: La Crosse, Wis., and Clinton, Iowa.

Dubuque Highway Bridge.—The highway bridge across the Mississippi River at Dubuque is an enterprise which came to its initial construction focus in 1886.

The contract was let to Mr. H. E. Horton, the lowest bidder, at $125,000, for the entire structure. Work was commenced and the first pile for the foundation driven September 17, 1886, and the celebration of its completion and opening for pedestrians and teams was held November 29, 1887. It is the longest crossing of its kind in the West and exclusively highway in character.

The following description is furnished by Mr. Tschirgi, jr., the engineer: The bridge rests on seven piers; substructure of masonry, founded on piles, having an iron superstructure involving an 18-foot roadway and a walk 5 feet wide on each side. Four spans 205 feet long and one 248 feet appertain to that part of the bridge west of the channel span. The grade over these spans and the 248-foot span east of the channel span is 4 feet in 100. The cantalever channel span is 363 feet in length, leaving each end 50 feet in the clear above extreme high-water mark, while the center is 55 feet above, thus affording ample head-room for steamers. The main bridge is reached on the east end, or Illinois shore, by means of a solid approach, constituted partly by embankment with retaining wall and partly by excavation in the side of the stone bluffs, along a distance of 800 feet, thence by two iron spans, similar to those of the main bridge, each 120 feet long, forming a viaduct over the tracks of the Illinois Central Railroad and Chicago, Burlington and Northern Railroad. The length of the main bridge is 1,760 feet, and the approach 1,040 feet, making the entire length 2,800 feet. The location directly across the river is 75 feet below the Dubuque and Dunleith Railroad Bridge, the draw of which swings under the cantalever span of the high bridge. The channel-piers Nos. 3 and 6 are 72 feet high above the grillage foundations. Construction throughout is according to plans and specifiations approved by the best engineers in the country, all material being rigidly inspected and tested.

The first railway draw-bridge.—The first railway draw-bridge across the Mississippi River, between Saint Louis and Saint Paul, was built in the years 1853 to 1856 to connect the Chicago, Rock Island and Pacific with the Mississippi and Missouri in Iowa, at Davenport, Iowa—the latter road to Iowa City, a distance of 55 miles, then the longest road west of the Mississippi River. The bridge was declared such an obstruction to navigation as to cause it to be torn down in 1872. In its place is one of the finest structures that spans the great river, and there are at this time sixteen railway draw-bridges across the river, and one high bridge (at Dubuque), involving an expenditure approximating $11,000,000 to cross the greatest inland water channel in the world, and forms connecting links with the most important lines of land transportation across the continent.

The number of cars, passenger and freight, separately, which crossed each of the bridges in each direction during the year, and so far as practicable, the quantity and value of the freight which has crossed each, in order that a comparison may be made between the value of the traffic on the river and that which crossed it on bridges.

I have taken great pains to, as far as practicable, get information upon this subject that would be authoritative, but have met with many unexpected difficulties. They have, however, about all been overcome, and in the presentation of the table below am startled at its magnitude and the wonderful development demonstrated by it of the territory under consideration.

	Passenger cars.	Freight cars.	East.	West.
			Tons.	*Tons.*
Hastings	(*)	.....	.....	.....
Wabasha	5,500	34,200	123,840	112,320
Winona	(*)	(*)	80,253	65,171
La Crosse	(*)	(*)	.....	.....
McGregor	(*)	(*)	294,855	276,452
Dubuque	14,591	51,923	210,307	173,382
Sabula	12,819	157,845	543,653	631,169
Clinton	20,300	244,074	840,159	569,616
Davenport	26,132	220,471	930,089	794,809
Burlington	24,718	265,369	1,179,917	690,262
Fort Madison	(†)	.....	.....	.....
Keokuk	12,379	17,079	142,480	97,578
Keithsburgh	2,238	13,722	75,418	29,960
Quincy	.....	123,913	662,834	331,416
Hannibal	.....	.....	182,068	19,269
Louisiana	.....	.....	273,079	147,043
Total	128,677	1,128,596	5,538,952	3,938,447

* No report of cars. † Bridge under construction.

Of the above east-bound about 45 per cent. was grain and flour, 40 per cent. live stock, and 15 per cent. miscellaneous. Of the west-bound about 55 per cent. was merchandise, 30 per cent. coal and lumber, and 15 per cent. merchandise. It will be observed that the tonnage of the several bridges crossing the Mississippi shows a wonderful increase in the last decade, and since the year 1878, when there were but twelve bridges spanning the river. The increase in bridges has been Wabasha, Hastings, Keithsburgh, and Fort Madison, and the highway bridge at Dubuque since that year, with many more contemplated between Saint Louis and Saint Paul. The increased amount of freight crossing the river since the above period will, in round numbers, approximate 4,000,000 tons, which indicates a transportation development so colossal and growing with such rapidity as to demand every improvement of the great Mississippi River necessary to continue it as a regulator of a traffic in which so many toiling millions of people are interested. Sixteen bridges now span the river between Saint Louis and Saint Paul, used for railroad crossings. More will be built, and more lines of road use those already constructed. Iowa is now a perfect network of railroads; the ninth annual report of the Board of Railroad Commissioners shows a total number of 7,564.47 miles in the State, which places her the second State in the Union in miles of railroad, Illinois being first, with 8,904.77. Sixty-two per cent. of the Iowa tracks is laid with steel rails, and the total cost of construction and equipment of the thirty-four roads reporting is $844,515,450.94; proportion for Iowa, $275,680,542.50. The total number of persons regularly employed in operating the roads in the State is 25,761; the amount paid for their services in 1886 as reported is $13,677,780.53; and the tonnage carried by the Iowa roads during the year was 12,643,364, an increase over the preceding year of 252,339. It is estimated by the commissioners that 25 per cent. of this tonnage originated within the State, while the balance was through freight, and from the best information attainable this freight was carried at an average cost per ton per mile by the seventeen roads reporting, in cents and fractions of cents, 1.70, although these figures may not be considered reliable as the same elements do not enter into the determination of cost.

The aggregate earnings from freight of these roads in 1870 were $26,547,890; in 1885 the earnings were $69,444,567; or the freight earnings of 1870 were 38.22 per cent. of 1885. The tons of freight carried in 1870 were 7,279,147; in 1885, 30,615,679; or the tons of freight carried in 1870 were 23.77 per cent. of the tons carried in 1885. The total number of passengers carried during the year 1886 was 26,150,306, and the average distance traveled by each passenger was about 38 miles; the amount paid about 90 cents. The total earnings for the year ending June 30, 1886, was reported as $36,093,106.54, the passenger being 27.3 per cent. of the entire earnings. The operating expenses of the

roads for the year were $23,093,581.04, showing net earnings of $13,030,006.41. The operating expenses were a decrease from the former year of $162,025.94, and the increase of the net earnings over the previous year was $56,545.03. Seventeen roads on their entire lines show as applicable to dividends and surplus, after paying operating expenses, interest, and rentals, an excess of $21,925,351.40; fifteen roads a deficit of $3,697,718.04, leaving on the entire lines of these roads an excess of $18,227,633.36 of profit on a capital of $415,010,066.52, or 4.40 per cent.

Statement of railway lines which ferry their cars across the river between Saint Paul and Saint Louis, and similar information in regard to the traffic across them, which was asked for above in regard to the commerce over the bridges.

There is but one railroad company, and that a new line, the Chicago, Burlington and Northern, which runs on the east bank of the river from Rock Island to Saint Paul, and uses a steam-boat to ferry its cars across the river from Dunleith to Dubuque and back for local business only. The amount of freight thus transferred I have been unable to get, but it has been limited, and now that the high bridge at Dubuque has been completed, the probability is that this freight will be hereafter transferred by wagon. Aside from this one point there is no ferry transfer in the territory under consideration at the present time. All have been supplanted by bridges, a full description of which has been previously given.

Any further matters relating to the traffic of the river and across it by rail, which may occur to you to further exhibit its position and future as a factor in the great question of transportation.

The water-ways in the west are the greatest ways of commerce the land knows. People generally believe that commerce on the Upper Mississippi has been almost abandoned because of railroad competition, yet during the navigation season of eight months more freight is floated on the Upper Mississippi than any of the three great trunk lines of railroad carry in a year, and at about one-third the rate. The traffic now carried on upon the upper river and its tributaries is much more extensive than is commonly supposed, as persistent efforts are made, presumably in the railroad interest, to create the impression that the river has virtually gone out of use. Between the Chippewa and Saint Louis there are 80 mills on the main river, with a daily sawing capacity of 800,000,000 feet of lumber, employing some 16,000 men, and representing about $20,000,000 of capital. On the Upper Mississippi and its tributaries, the Saint Croix, Chippewa, Wisconsin, and Black, there are about 200 mills engaged in the manufacture of lumber, the greater part of their product being floated into the Mississippi; and it is estimated by experts that in the year 1886 there was saved, or rather the fact appears that Mississippi navigation made a difference to merchants, manufacturers, and shippers in river cities and places contiguous to the river of nearly $4,000,000—that is, the railroad charges were less by that amount than they would have been without river competition. It must also be borne in mind that without the improvement of the navigation of the river the saving could not have been possible, because navigation would have been suspended in low water and railroad rates advanced accordingly.

The aggregate number of passengers transported on steamers on the upper river in 1886 was 965,803. No ferry business is included, but only persons who paid fare to and from ports distant from each other. The improvement of the navigation of the river is of greater importance than most of the people, even those living in the cities upon its banks here in the North, where railroads traverse both its banks from Saint Louis to Saint Paul, imagine, because the great majority do not consider the facts, but believe the railroads are killing its commerce. It is clearly shown by the figures above in this report that the theory of destruction to transportation benefits in consequence of the falling off in some branches of river business is clearly fallacious, as, if there was not a pound of miscellaneous freight carried upon her bosom, the benefits derived from her presence would be incalculable, standing as she does as a menace by nature to all artificial competition, and free to all who wish to use her for transportation purposes, upon equal terms, with no opportunities for pooling nor discrimination that to-day is the great evil in every other means of communication. It is the great "American" inland route, owned by the people, controlled by the "Government," and its continued improvement and proper care is demanded by no section nor combination, but by the millions of citizens that inhabit and have developed its fertile valley. And they are reenforced by every lover of cheap transportation and its beneficent results in the United States.

Let us go back to the primeval days of navigation on this great inland sea, and trace it along from reliable data to the present time.

EARLY HISTORY.*

Pioneer navigation on the Mississippi River was accomplished by the keel-boat system, which was not superseded by the modern steam-boat until 1823. This species of craft resembled somewhat the barge of the present day, except that it was covered with a deck, with gangways on either side to admit of free passage from fore to aft. They were from 80 to 100 tons burden, and were supplied with oars and long blade-like rudders similar to those now used for steering rafts. There were various ways of propelling the keel-boat, among them rowing, (the system more commonly resorted to), cordelling, warping, bushwacking, towing, and sailing. "Cordelling" consisted of making a rope fast to the masthead, the crew hauling it over their shoulders on shore, or otherwise towing it. "Warping," which was resorted to only in very swift currents, consisted of towing a line by means of a small skiff or canoe of the keel-boat and making it fast to the body of a tree close to the bank, the keel-boat end of the line being carried over the shoulders of the crew from forward to aft, the leaders dropping out and falling in behind until the shore-end of the line was reached, when the boat would be held fast until a second line was towed forward and tied to another tree. The first line would be cast off and hauling resumed until slow water was reached. It will be seen, therefore, that navigation by this means was both slow and laborious. "Bushwacking" was resorted to when running close to banks lined with willows. These were grasped by the crew, each man walking from fore to aft and drawing the boat forward in much the same manner as by "warping." The other plans of rowing, sailing, and towing need no explanation.

Among the first navigators of the Upper Mississippi, in keel-boats, and the pioneer steam-boatman of the Upper Mississippi, Wisconsin, and Minnesota rivers, also Lake Saint Croix, was Capt. D. Smith Harris, who still survives, hale and hearty, though an octogenarian, and is an honored citizen of Galena, where he has resided continuously sixty-four years. From Captain Harris, probably the oldest living citizen in the Northwest, it is learned that the first steam-boat to ascend the Upper Mississippi was the *Virginia*, from Pittsburgh, which landed at Galena in June, 1823, with a large cargo of stores and mining utensils, and proceeded up the river to Fort Snelling with supplies for the Government garrison at that place. The *Virginia*, together with one or two other steamboats from Pittsburgh, Wheeling, Cincinnati, and Saint Louis, continued to make periodical trips from that year on until steam-boating became general.

The first steam-boat ever built on the Upper Mississippi was the *Jo Davies*, which was launched at Galena in the spring of 1834 by Capt. D. S. Harris and his brother, the late Capt. R. Scribe Harris, also a pioneer river man. The next steam-boat built was the *Saint Louis Oak*, which was launched at Saint Louis the same year, though somewhat later than the *Jo Davies*.

Until Chicago gained the ascendency, by the opening of the Milwaukee and Prarie Du Chien Railroad, the city of Galena was the most important point north of Saint Louis, and the chief basis of supplies for the entire Northwest.

No record of the early steam-boat arrivals at Galena is obtainable, but that they were numerous until the completion of the Illinois Central Railroad is evidenced by the fact that 24 large steam-vessels were lying at the levee in that city at one time receiving and discharging freight. The tonnage increased from a few thousand pounds, in 1823, to an enormous figure, until it reached its height, as above stated, and it began to wane, low water making Galena practically an inland town. The first regular packet to run between Cincinnati and Galena was the steam-boat *Smelter*, built at the former city in 1837 by Capts. D. S. and R. Scribe Harris.

The first company to run a line of steamboats on the Upper Mississippi was organized at Galena in 1849, and was known as the Minnesota Packet Company. The running of the boats of this company proved to be a success financially, not only to the company, but it opened up a large and profitable trade with the river and interior towns of Iowa and Wisconsin above Galena, and the entire State of Minnesota. The company also contributed very largely to the development of these States, and was a source of wealth to the merchants of Galena. It was afterwards called the Galena, Dubuque, Dunleith and Minnesota Packet Company, then the Northwestern Packet Company, and a few years later was merged into the Keokuk Northern Line Packet Company, by which name it is now known. The names of other companies, their work and performance, have been previously referred to, and require no repetition here. From the Saint Louis Globe-Democrat of recent date we clip the following scrap of early navigation history that we deem very appropriate here:

"J. L. Carver, a well-known river engineer, after several years absence has returned to Saint Louis. He began river engineering on the old *Planter* in 1847. In the old days of the steamer *Sucker State*, on the Upper Mississippi during the war, he set the pegs for

* For an account of the discovery of the Mississippi River, see Internal Commerce of the United States, 1886, pp. 592-3.

speed, and they have never been changed. He made the run from Saint Louis to Saint Paul in two days twenty hours and eleven minutes. Capt. W. B. Haight was in command, and Charlie Manning and 'Billy' Woods pilots. This is the fastest time ever made on the Upper Mississippi, at least the fastest that we can find any record of. The interstate law has been shaking up railroad freights throughout the Northwest since it went into effect, but leaves the old reliable water transportation untouched. As a consequence all along our great river has been unusual bustle and activity during the past season."

The *Mary Morton*, *Josie*, *Libbie Conger*, *Josephine*, and *Pittsburgh* constitute a line of passenger and freight steamers for the navigation of the Mississippi between Saint Louis and Saint Paul, known as the Diamond Jo line, and have been in this trade about twenty years, carrying an enormous amount of freight and passengers annually, but for some reason best known to themselves, I have been unable to get from the main officers or their agents such statement of their business that could not prove other than interesting and of value to the people on this great transportation question. Any river city of commercial importance which would take advantage of its opportunities under the interstate-commerce law, would rapidly become a great market for grain and produce, would exchange merchandise for those articles, and thus, besides assisting to build up Western enterprises and the West with money that now goes to the East for transportation charges, would boom itself, and would give the farmer a larger part of the ultimate value of his produce than he now receives. In days gone by there were many important grain and produce markets on the banks of the Mississippi, but the railroad companies naturally wanted the long haul, and the result was that they gave to interior points tributary to these river market towns as good if not better rates to Chicago or New Orleans than the river town enjoyed. It had found that a large part of the produce they carried to the river points had reached its ultimate destination via the Mississippi river. Had the river cities offered better prices for produce than the interior points the railroads would probably have retaliated by lowering their rates. The interstate commerce law, forbidding a higher charge for a shorter than for a longer haul, gives the river cities extraordinary advantages as produce markets. The law has had the effect of advancing rates from all interior tributary points to Chicago, and from Chicago to New York. It would now cost at least 63 cents to send grain from these river cities to Liverpool via Chicago and New York, but from the same places it can be forwarded to New Orleans via Diamond Jo or Saint Louis and Saint Paul line of steam-boats to New Orleans and thence to Liverpool for 43 cents. This practically demonstrates the great advantage of the water route over the rail, and thus will it ever be so long as they are improved and kept open as at present. Nature has so decreed it, and no artificial means will divert its benefits.

SUPPLEMENT TO PART I.

CITIES AND TOWNS BETWEEN SAINT PAUL AND SAINT LOUIS.

By W. F. SWITZLER, *Chief of Bureau of Statistics*

After examining the manuscript of the foregoing report, the Chief of the Bureau of Statistics on January 6, 1888, wrote to Mr. Johnson that his report did not present the commerce of either of the important cities and towns on the Mississippi River between Saint Paul and Saint Louis, which was referred to as a matter of regret, especially in view of what other experts had accomplished in this direction in regard to those portions of the river assigned to them. Attention was also directed to the fact that his report did not contain a detailed statement of the amount and value of the merchandise, etc., transported up and down the river on the through route between Saint Paul and Saint Louis, the desire being expressed that these statistics be obtained or their absence accounted for. The question was also asked if it was not possible to obtain, with more or less detail, the imports and exports by river of the more important towns and cities between the points indicated.

To this letter Mr. Johnson, on January 14, replied that he found it impracticable to obtain the information desired; that he had attempted to do so in respect to the amount and value of the merchandise, etc., transported up and down the river and failed. Continuing, he says:

"I hope this will be a satisfactory explanation of the omission, which I assure you is as much regretted as is possible by you or the public, as I was and am extremely anxious to have my report as complete as circumstances would make possible, and an honor to your earnest efforts as well as creditable to myself.

"Referring to the possibility of securing a report of the imports and exports by river of the more important towns and cities between Saint Louis and Saint Paul, the above is my answer.

"With reference to additional matter for the report [in regard to the business, etc., of the cities and towns] I would reply that this is a question fully considered by me before transmitting my final manuscript and last letter. The question is of such broad and diversified latitude and of such interest and magnitude when looking along the great river and the 'empire,' it must be termed, that has special interest in it, that I might go on with almost interminable labor, and still find something of interest to report; but there must be a stop, and I feel as though I have arrived at that point, and would far rather have my work thus far done receive your favorable consideration, in which I assure you, sir, I take pardonable pride and am truly thankful for, than attempt farther elaboration and volume that might be otherwise accomplishing no more than perhaps unfavorable criticism and a destruction of what has already been satisfactorily accomplished.

"I could give a very interesting history of my own and neighboring towns, together with several more between the points named, but in doing this it must be remembered that a very large proportion of towns and important cities must be omitted, or make personal visitation to them, besides personally gathering the information and writing them up—a task that would involve more expense by far than the total amount allowed, and time that I am sure you, under no circumstances, would accord. The towns and cities referred to have been repeatedly visited and earnestly entreated by letter and circular to furnish this information for my report, and their promises to do so were multitudinous, but never redeemed. Consequently what was I to do but what I have done? Stop, and let their people bear the loss that your grand opportunity gave them of being known throughout the world."

Mr. Johnson, thus despairing of being able to obtain information in regard to the commerce, manufactures, business, etc., of the more important towns between Saint Paul and Saint Louis, the chief of the Bureau himself undertook the task of collecting statistical and other information in regard to the industries, business, trade, commerce, etc., of Saint Paul and Minneapolis, two of the most important cities within the territory involved, and the result of his efforts in this behalf is given below.

SAINT PAUL AND MINNEAPOLIS.

These two rapidly-developing cities are very near each other, and the interests of one in many respects can not be intelligently presented without considering and presenting the interests of the other. The distance from the union depots of the two cities respectively is 10 miles. The limits of Minneapolis extend 2½ miles from the center of the city; of St. Paul, 7½ miles.

RIVER FREIGHT BETWEEN SAINT PAUL AND SAINT LOUIS.

In reply to a letter to Mr. E. M. Dickey, superintendent and general freight agent of the Diamond Jo line of steamers, from the chief of the Bureau of Statistics, that gentlemen answers that during the season of 1887 the Diamond Jo line carried 257,354,078 pounds of freight between Saint Louis and Saint Paul.

TRADE AND COMMERCE OF SAINT PAUL FOR THE YEAR 1887.

(We are indebted to the Saint Paul Pioneer Press and to Mr. A. S. Tallmadge, secretary of the Saint Paul Chamber of Commerce, for the following account of the commerce, etc., of that city.)

The following statements are historical and authoritative:

The first survey of Saint Paul was made in 1855, or thirty-two years ago; although the town incorporation was made in 1849, when, by judicious counting of all whites and Indians that frequented the town, there were 840 inhabitants. The city to-day, based upon post-office statistics and the city directory, has 208,855 population, against 41,498 in 1880.

In 1870 there were 88 manufacturing concerns, employing less than 1,000 operatives. Now there are nearly 1,100 establishments, employing 27,658 operatives.

The wholesale trade in 1863 reached the sum of $250,000, and it was a good deal talked of; for 1887 it has not been less than $100,000,000.

In 1855 a frame structure of any kind or description was considered almost an epoch in building; 1887 brings about an expenditure of $11,500,000 in the same line.

Twenty-five years ago the first iron rails were placed in this vicinity. Now nearly 300 passenger trains arrive and depart daily from the city, and more than one-third of all the railway construction in the United States was built tributary to Saint Paul. Sixteen thousand two hundred and sixteen car loads of freight received in 1887, and 96,448 forwarded.

Seven years ago the total volume of real estate transactions was less than $3,000,000 annually, against $54,000,000 for 1887.

Saint Paul is the money center of the Northwest. There are fourteen banks, with an average capital of over $500,000 each. The clearings of the Saint Paul banks are increasing marvelously—anywhere from $3,000,000 to $10,000,000 per month, according to trade conditions.

AREA AND PRODUCTIONS OF THE SAINT PAUL TRADE BELT.

The belt of country which is made exclusively tributary to Saint Paul by the Manitoba and Northern Pacific, and to a less extent by the other lines of the Saint Paul system, embraces an area of nearly 400,000 square miles, equal, as has already been said, to ten States of the size of Ohio, or, in other words, it embraces an area equal to that occupied by Pennsylvania, the two Virginias, Ohio, Kentucky, Indiana, Illinois, Iowa, and Missouri, which, in 1880, had an aggregate population of 21,000,000. Its aggregate natural resources are not greatly inferior to those of these nine great central States. Minnesota and Dakota, with those portions of Montana and Wisconsin embraced in the Saint Paul belt, as shown on the map, now contain an aggregate population of about 2,000,000. This territory is capable of sustaining at least ten times its present population without being more thickly settled than Indiana.

Production of the Saint Paul belt in 1887.

Articles.	Quantity or value.	Articles.	Quantity or value.
Wheat ..... bushels..	95, 000, 000	Hogs ..... head..	809, 000
Oats ..... do....	90, 000, 000	Horses and mules ..... do....	627, 000
Corn ..... do....	47, 000, 000	Wool clip of Minnesota... pounds..	1, 460, 602
Other cereals ..... do ..	16, 000, 000	Lumber ..... feet..	2, 000, 000, 000
Butter ..... pounds..	46, 000, 000	Iron ..... tons..	390, 568
Cheese ..... do ...	1, 250, 000	Silver	$18, 466, 561
Cattle ..... head..	2, 500, 000	Gold	$5, 496, 126
Sheep ..... do....	1, 622, 000	Copper	$5, 000, 000

Every foot of these great areas and all their productive resources are thus made tributary to the trade of Saint Paul. It is the terminal headquarters of the Manitoba, the Northern Pacific, the Omaha, the Chicago, St. Paul and Kansas City, the Burlington and Northern, and the St. Paul and Duluth. Moreover, Saint Paul is the center upon which converge all the lines of the entire system of railway transportation in the Northwest. Fifteen lines of railway center here. Seven great railways connect it with Chicago, and are in active competition for its importing trade.

The figures for the past year, giving the amount of business transacted by the various railroad lines centering in Saint Paul, show the receipts for the twelve months over all lines to have been 2,389,860 tons, and the shipments 1,440,060 tons. The greatest receipts of the year were coal, of which 33,221 car-loads came to the city; the greatest shipments were of merchandise, 48,358 car-loads leaving the city. Among live stock the greatest receipts were of cattle, of which 1,128 car-loads arrived; the greatest shipments were of horses and mules, of which 508 car-loads left the city.

RAILROAD CONSTRUCTION IN 1887.

Northwestern roads fully completed over 3,500 miles of track in 1887, two-fifths of which is located in Dakota and Montana, where the grain, mining, and live stock interests are being rapidly developed. The mining and lumber interests of Wisconsin and northern Michigan have, next to Dakota and Montana, received the greatest attention, and next comes the belt lying south of these States. The following table shows the number of miles constructed by each railroad company and the location and length of each individual piece of road which has been completed in 1887.

The number of miles constructed by each railroad company is as follows:

Railroads.	Miles.	Railroads.	Miles.
St. Paul, Minneapolis and Manitoba....	845.00	Wisconsin Central	33.62
Montana Central	97.00	Northern Pacific	310.00
Chicago, Milwaukee and St. Paul.....	371.00	Illinois Central	387.00
Minneapolis, Sault Ste. Marie and Atlantic	357.00	St. Paul and Duluth	15.00
Chicago and Northwestern	135.69	Chicago, St. Paul and Kansas City...	305.60
Duluth, South Shore and Atlantic.....	204.00	Minneapolis and St. Louis	10.00
Fremont, Elkhorn and Missouri Valley..	358.00	Minneapolis and Pacific	71.00
Chicago, St. Paul, Minneapolis and Omaha	34.05	Total	3, 533.96

MANUFACTURING.

The manufactured product of Saint Paul for the year 1887 aggregates $35,713,314, as shown by the table given below. This is an increase of about 15 per cent. over last year's product:

Manufactures.	Number establishments.	Number employés.	Value of product 1887.	Increase over 1886.
Agricultural implements, wagons, etc	15	400	$1,500,000	$140,000
Brooms and brushes	3	50	80,000	5,000
Breweries, etc	11	300	1,600,000	150,000
Brass, iron, founderies, machinery, etc	20	634	2,000,000	160,000
Book-binding, printing, publishing, etc	30	1,500	2,000,000	150,000
Barrels and cooperage	5	150	160,000	30,000
Boots and shoes	25	1,000	1,100,000	100,000
Brick	16	500	1,000,000	100,000
Confectionery, crackers, bakers, etc	3	225	750,000	80,000
Contractors and builders	175	7,000	11,543,314	3,590,314
Creamery (Crescent)	1	60	600,000	.....
Cigars	37	700	1,500,000	125,000
Clothing and gents' furnishing	5	400	1,000,000	80,000
Caskets, undertakers, etc	1	35	120,000	.....
Drugs, chemicals, oils	10	300	800,000	80,000
Flour and feed mills	4	50	1,100,000	100,000
Furniture, upholstery, etc	12	300	300,000	30,000
Furs	10	200	415,000	40,000
Gloves	1	35	40,000	.....
Galvanized iron	4	150	250,000	25,000
Harness and saddlery	6	200	300,000	30,000
Marbles, mantels, stone, etc	35	500	1,100,000	110,000
Picture-frames, moldings, etc	2	25	30,000	5,000
Pork packing, slaughtering, etc	50	300	1,600,000	150,000
Spices	7	200	500,000	75,000
Sash, doors, box, planing mills, etc	17	1,800	1,600,000	175,000
Tin, hardware, stoves	13	300	600,000	50,000
Wool and knit goods	....	150	125,000	50,000
Miscellaneous*	200	1,000	2,000,000	110,000
Total	748	18,464	35,713,314	5,740,314

*Miscellaneous, includes pickles, sirup, patent shoe cleaner, trusses, terra-cotta, trunks, baking powder, oil covers, extracts, hoisting machinery, elevators, stamps, soap, show-cases, vinegar, cement and lime, sewer pipes, starch, tents, soda-water, hair goods, fishing tackle, rosettes, electric-light plants, wire works, suspenders, cloaks, boats, artificial limbs, carpet weavers, cutlery grinding, dyeing, dry plates, nickel plating, lumber, fire-proof building material, fire-works, opticians, plastering, type founderies, sporting goods.

The growth of the manufacturing interests of the city since 1870 is illustrated by the following figures, showing the manufactured product for each year up to the present:

Year.	Amount.	Year.	Amount.
1870	$1,611,378	1882	$22,290,589
1874	3,953,000	1884	26,662,000
1878	6,150,900	1885	29,437,000
1880	12,212,148	1886	31,043,000
1881	16,071,535	1887	35,713,314

WHOLESALE BUSINESS OF SAINT PAUL IN 1887.

Commensurate with her remarkable growth in building operations, manufacturing interests, population, wealth, and other essentials which tend to make a great city, has been the wholesale business of Saint Paul during the year 1887.

In 1870 the jobbing sales amounted to about $10,000,000; in 1881 they had increased to $46,350,000. In 1882 the increase was nearly 50 per cent, and since that year the magnificent total has risen, until in 1883 it was $72,000,000; in 1884 it was $74,329,000; in 1885 it was $81,596,000; in 1886 it was $84,188,000, and in 1887, the most prosperous year the city has ever known, it has reached the grand sum of $97,126,000. In six years the increase has been over 110 per cent. An important factor in the increase this year has been the equalization of railroad rates by the interstate commerce law.

The Saint Paul Pioneer Press publishes a tabulated statement of the actual business done by the wholesalers and jobbers during the year 1887, from which we learn that the number of establishments is 501; number of employés, 7,669; amount of sales, $97,126,000, an increase in the amount of sales over 1886 of $12,958; sales of groceries, $13,500,000; grain, flour, feed, and commission, $11,482,000; dry goods, $11,000,000; fuel and pig-iron, $5,678,000; boots and shoes, $4,700,000.

BANKS.

Total number of banks in 1887	14
Aggregate capital	$6,675,000.00
Surplus and undivided profits	2,351,164.00
Deposits	18,630,675.00
Loans	19,599,000.00
Exchange	160,427,000.00
Post-office:	
Business in 1887	713,620.74
Money orders	4,153,215.11
Net profits	189,017.20

1881, 10 tons per day; 1887, 31 tons per day.

Internal-revenue collections, 1887, $546,536.52.

Saint Paul custom-house:

Value of free goods, $166,819; value of dutiable, $1,154,718; duties collected, $875,027.51.

PUBLIC IMPROVEMENTS, 1887:

Sixty-seven miles streets graded, costing $999,000; 11 miles streets paved, costing $500,000; 17 miles sewers constructed, costing $640,000; 40 miles sidewalks constructed, costing $84,000; bridge work constructed, costing $67,000.

Four thousand four hundred and fifty-five new buildings, costing $12,930,314.

REAL ESTATE.

The whole number of real estate transfers filed in 1887 was 14,078, with the aggregate considerations $55,316,571. Add to this amount $4,764,565.50, representing deeds affecting Saint Paul suburban property, filed in the Washington County register's office, and we have a grand total of $60,081,136.50, as the transfer record for the remarkable real estate year 1887.

Population 1887 (estimated), 225,312.

MINNEAPOLIS.

TRADE AND COMMERCE OF MINNEAPOLIS FOR THE YEAR 1887.

[We are indebted to Mr. C. C. Sturtevant, secretary of the Chamber of Commerce of Minneapolis, and to the Saint Paul Pioneer Press for the materials which form the body of this article.]

The volume of trade at Minneapolis shows a more rapid growth than in any former year in the history of the city.

The causes producing this are various, one of the principal factors being greatly increased transportation facilities by which extensive territory has been opened to our trade, and lower rates to the sea-board and interior points secured.

During the year 1887, 6,428 miles of railroad have been added to the mileage of the eleven roads centering in this city. A large portion of this is new track laid during the year, the remainder being roads previously built and connected with the city by the new road constructed, or by purchase of road, by the companies whose lines center in the city.

At the close of the year the mileage of these roads was as follows, compared with 1886:

Name of road.	1887.	1886.
Chicago and Northwestern	7,066	6,552
Chicago, Burlington and Quincy	6,315	3,831
Chicago and Rock Island	4,177	3,058
Chicago, Milwaukee and Saint Paul	5,646	5,201
Northern Pacific	3,280	2,955
Saint Paul, Minneapolis and Manitoba	2,711	1,835
C., St. P. and K. C	841	602
Wisconsin Central	720	720
M., St. M. and A	498	141
Minneapolis and Pacific	288	218
Saint Paul and Duluth	225	225
Total	31,767	25,338

At the beginning of the year, four of the above-named roads had been running but one to three months, and it was not until the close of the year that the Soo line* was completed and opened to through business with the sea-board.

This, with other causes, have given an impetus to all lines of trade.

There were received of local freight (no transfers counted) 173,919 car-loads of freight. In this was included 45,504,480 bushels of wheat and about 5,000,000 bushels of other grain, 330,605,000 pounds of merchandise, 35,416,000 pounds of fruit, 65,000,000 feet of lumber, 39,000,000 pounds of machinery, and 334,000 tons of coal.

These are some of the leading articles.

The shipments were 153,178 car-loads. Included in this were 6,216,143 barrels of flour, 190,662 tons of bran, 12,347,440 bushels of wheat, 341,076,982 pounds merchandise, 163,580,000 feet lumber, 38,773,000 pounds machinery, and 6,879,250 pounds household goods, etc.

The general trade of the city was largely increased, especially the jobbing and retail trade. Freight schedules are now such that our merchants can successfully compete with Chicago and Eastern markets for the trade of the Northwest.

There are some seventy-five firms in this city doing a large jobbing trade in the various lines of goods.

These firms distribute goods through Wisconsin, Iowa, Nebraska, Minnesota, Dakota, Montana, Washington Territory, and at all points in the Northwest reached by railroads. Each year adds new territory and very largely increases this class of business.

FLOUR.

In manufacturing, flour is a leading industry. There are 24 flouring mills, with daily capacity of from 300 to 7,000 barrels each.

The number of barrels of flour manufactured during the milling year ending September 1, 1887, was 6,375,250, and of this 2,523,030 barrels were exported. About 400,000 barrels were consumed in Minneapolis. The following table shows the production and export of flour for ten years:

	Barrels made.	Exported.
1887	6, 375, 250	2, 523, 030
1886	5, 951, 200	2, 288, 500
1885	5, 221, 243	1, 834, 544
1884	5, 317, 672	1, 805, 876
1883	4, 046, 220	1, 343, 105
1882	3, 175, 910	1, 201, 631
1881	3, 142, 972	1, 181, 322
1880	2, 051, 840	769, 442
1879	940, 786	109, 183

Although the number of mills has not increased during the year, their capacity has been increased by about 10,000 barrels by strengthening the power in some and adding to the machinery in others. The 24 mills now have a daily capacity of 36,285.

Minneapolis has handled 46,000,000 bushels of wheat during the year, an increase of 11,000,000 bushels over the preceding year. Of this she converted 27,000,000 bushels into flour and has sent out about 12,000,000 bushels to supply Eastern and Southern mills.

Of the product of flour for 1887, 2,683,500 barrels were shipped on through bills of lading directly to foreign countries. The remaining product was distributed to all the States and Territories east of the Rocky Mountains, with considerable shipments to the Pacific coast.

The New England States are the largest purchasers. The shipments are mainly direct to the point of consumption. Railroad freights are so adjusted as to make a considerable saving to the purchaser.

As a flour manufacturing city Minneapolis leads all others. As exporters, Minneapolis millers lead all others, as their exports were greater than the entire product of the mills in any other city.

Amount of money paid to railroads as freight on wheat received in this city during 1887, and the freight paid to railroad on flour, bran, and wheat shipped from the city in 1887:

Paid on wheat received	$4, 550, 448
Paid on wheat forwarded	1, 234, 440
Paid on flour forwarded	4, 513, 001
Paid on bran forwarded	762, 648
Total on wheat, etc., produced	11, 010, 537

*The Soo line comprises the Minneapolis, Sault Ste. Marie and Atlantic and the Minneapolis and Pacific, and is called "Soo" as a contraction to Sault Ste. Marie.

LUMBER.

The manufacture of lumber is a leading industry of Minneapolis. There are 17 lumber mills in the city. The annual cut is about 250,000,000 feet. This lumber is distributed through Iowa, Kansas, Nebraska, Minnesota, and Dakota, all by railroad.

The Government was the pioneer in the building of a saw-mill, as it was in the building of a flour-mill. The old Government mill was located on the east side of the river and was a combination feed and saw-mill. It was not until 1847 that any steps were taken to locate a saw-mill to turn out merchant lumber. This was built by Franklin Steele on the east side of the river. In 1852 Simon Stevens built a mill on the east side of the river, and the growth of what is now the city of Minneapolis was considerably stimulated by the enterprise, and its upbuilding aided by the lumber turned out of the mill. Mills did not multiply rapidly at first on the west side of the river, but on the east side a dam was built across the east channel at the head of Hennepin Island, 600 feet above where the present dam is located, and on this dam were located four saw-mills.

There was a gradual development of the lumber interest from the first. Although there is no record of the amount of lumber cut in each year until 1870, from that date on there was a gradual growth in the amount of lumber manufactured, until a depression came in 1876. With the growth of the country came increased demand, and except during the last two years, when unusual causes have operated to reduce the cut, there has been a steady increase in the amount of lumber turned out, as shown by the following table:

Years.	Feet.	Years.	Feet.
1870	118, 233, 113	1879	149, 754, 547
1871	117, 157, 029	1880	195, 452, 182
1872	167, 918, 814	1881	234, 245, 071
1873	189, 909, 782	1882	314, 363, 166
1874	191, 305, 679	1883	272, 793, 222
1875	156, 665, 000	1884	300, 724, 373
1876	200, 371, 277	1885	313, 998, 166
1877	129, 076, 000	1886	262, 636, 019
1878	130, 274, 076	1887	220, 822, 974

A new impetus will be given to the lumber trade of Minneapolis by the opening of the Soo Railroad, as it traverses large tracts of pine and hard-wood country which were not previously accessible. Lumber mills are being built along the line, and this will furnish the market for their product.

Large quantities of lumber have been shipped from mills in Wisconsin to this market for distribution.

MANUFACTURES.

The manufacture of agricultural implements has become an important industry in the city. Large shops, giving employment to some 2,000 operatives, are in operation manufacturing harvesters, thrashers and plows, and other implements.

Minneapolis distributes more implements manufactured at other places than any other city in the country. All the leading manufacturers have established houses for distribution of their goods.

But the whole story is more concisely told in the following table, a number of minor manufactures, such as pickles, starch, medicines, pottery, tools and wire works being classed miscellaneous, and flour and lumber being considered elsewhere:

Articles.	Value.	Articles.	Value.
Agricultural machinery	$921, 000	Paper	$190, 000
Mill machinery	500, 000	Woolen goods	500, 000
Railroad machinery and stock	3, 800, 000	Shirts and linen goods	152, 500
General machine work	1, 650, 000	Bags and sacks	577, 500
Boiler work and stoves	603, 000	Coffee and spices	210, 000
Carriages, wagons, and blacksmithing	385, 000	Crackers and confectionery	862, 500
Sheet metal and galvanized iron work	385, 000	Glass	80, 000
Furniture and mattresses	758, 000	Beer	894, 000
Sash, doors, and blinds	2, 098, 800	Cigars and tobacco	605, 800
Caskets and organs	75, 000	Paints and oils	952, 500
Brooms and brushes	110, 000	Packing and curing	575, 000
Boxes, wooden and paper, ladders, etc.	75, 000	Brick and stone	291, 600
Planing mills	250, 000	Trunks and valises	75, 000
Cooperage	1, 010, 900	Show-cases	300, 000
Harness and horse goods	570, 000	Soda water, pop, etc	150, 000
Boots and shoes	862, 500	Jewelry	45, 000
Belting	80, 000	Printing	1, 100, 000
Gloves, moccasins, and fur goods	70, 000	Minor manufactures	500, 000
Dry goods	1, 032, 250		
Knit goods	175, 000	Total	23, 461, 850

The following figures show the increase for twelve years:

Year.	Value.	Year.	Value.
1876	$3,776,133	1882	$16,929,764
1877	4,802,300	1883	21,822,862
1878	5,696,625	1884	21,793,070
1879	8,155,100	1885	21,005,000
1880	10,330,000	1886	22,365,900
1881	12,029,597	1887	23,461,850

THE VOLUME OF TRADE.

The Saint Paul Pioneer Press of December 25, 1887, contains a table in which there is an itemized account of the trade in each line of the jobbing business, which shows that during 1887 the aggregate sales amounted to $56,669,250, which was an increase over 1886 of $14,965,950. Among the leading articles of the jobbing trade the sales of agricultural implements, wagons, carriages, etc., amounted to $14,720,000; groceries, $9,443,000; dry goods, $5,869,500; hardware and stoves, $2,235,000; boots and shoes, $1,250,000.

This table does not include miscellaneous goods manufactured in the city and jobbed, which happens to be a good-sized item of $23,461,860; that portion of the flour product which is shipped out of the city, amounting in value to $21,005,582; the lumber product jobbed, amounting to $2,000,000, and the grain commission business of $90,000,000. If these be all added it gives a grand total of $193,136,682 for business which may be classed in a general way as wholesale, a business of which any city with a history scarcely covering a quarter of a century might well be proud. The total is $34,153,682 in excess of the 1886 total. This business gives employment to about ten thousand men.

BANKS.

Number of banks in 1887, 19. Increase of capital over last year, $745,000; increase of deposits, nearly $5,000,000; increase of loans, $3,866,768; during the four years in which figures were given to the public in regard to blank clearances the annual total jumped from $87,478,000 in 1883 to $194,267,737 in 1887.

POPULATION.

	Number.
1845	50
1850	2,500
1860	5,826
1865	8,101
1870	13,066
1875	32,493
1880	46,887
1885	129,200
1888 (estimated)	200,000

PART II.

COMMERCE OF THE MISSISSIPPI RIVER FROM SAINT LOUIS TO MEMPHIS.

By THEO. J. MCMINN, *Saint Louis, Mo.*

Hon. W. F. SWITZLER,
Chief Bureau of Statistics, Washington, D. C.

SIR: After my appointment, at your instance, as United States expert at this point for the collection and arrangement of information and statistics relative to the Mississippi River, its traffic and facilities for transportation between here and Memphis, Tenn., etc., I became deeply impressed with the magnitude and importance of the task, and while I am conscious of a faithful endeavor to discharge my duty I am aware that much is necessarily left undone, which, in the fullest justice to river interests, ought to be completed to the minutest detail. So far, however, as the facts and figures and data obtainable under the present appropriation and circumstances are concerned, the results are given with the confident belief that the demonstrated influence of the great river upon and its value to commerce will invite the attention of legislative bodies and insure generous, if not adequate, appropriations for its further improvement and the preservation of contiguous territory.

Facts—commercial, historical, and scientific—though often difficult of ascertainment and verification, are overabundant, and my effort has been more to simplify and condense and to keep within reasonable and readable bounds than to amplify at the risk of confusing and possibly wearying the investigator.

It is conceded by all interested in river transportation, and the weight of opinion has been ably expressed by men of such judgment and experience as E. O. Stanard, of Saint Louis, and Frank Gaiennie, the present able president of the Saint Louis Merchants' Exchange, that past river appropriations have been of incalculable benefit to Western interests, as will also appear by reference to resolutions adopted by various conventions and hereinafter set out.

It can not be denied—the Mississippi being unique and, without counterpart on the planet—that first expenditures were largely experimental, and some early attempts to control or even to influence the stream were expensive and rendered well-nigh fruitless. But experience and study have made comparatively plain, if not easy, the task of the engineer, and merchants entertain high hopes of the future greater usefulness of the great river as an outlet to the markets of the world and as a conservator and regulator of freight rates.

Up to date discussions in Congress, in conventions, in pamphlets, and on the stump have been almost wholly confined to the view taken from the standpoint of the great terminals—as Saint Louis, Saint Paul, New Orleans, and New York—and the arguments have deservedly carried great weight, but, after all, cities are only members of the body politic. The country and smaller interior points are entitled to some thought and consideration. As will be seen below, many towns on the river of considerable size and importance, and of influential, if not paramount aggregate, consequence, have no other means of access to the great trade centers, and many more have but one railroad, beside the water way.

In securing the information that follows I find myself indebted to books and people without number, but specially to Frank Gaiennie, E. O. Stanard, John A. Scudder, George H. Morgan, secretary of the Saint Louis Merchants' Exchange, Professor Waterhouse,

Professor Woodward, and L. U. Reavis, all of Saint Louis, and to various books on Western life, to histories of the Mississippi, pamphlets, speeches, letters, and convention proceedings.

Trusting that the report may be useful and meet your approval,

I have the honor to be yours respectfully,

T. J. McMINN.

SAINT LOUIS, MO., 1887.

THE MISSISSIPPI.

The name of the Mississippi River is of itself worthy of special note.* If France ever had sufficient title to the Mississippi Valley to convey ownership, she doubtless had authority to name the principal river; and if this follows, then the technically correct name of the great stream is Saint Louis, for in 1712 the King of France ordered in letters patent to Crozát that the river "heretofore called Mississippi be called Riviére Saint Louis."

But people resident along its banks and on the western continent gave no heed to the royal decree, though geographers like d'Anville adhered for years to "Saint Louis" as the proper name.

Mississippi is from the Ojibbeway tongue,† and signifies, according to Bishop Baraga, "Great River," or rivers or waters from all sides, or by liberal translation it may be interpreted as the savage vernacular for the national motto, *E Pluribus Unum.*

THE SKIFF, ROW-BOAT, AND BARGE.

The first commercial use of the stream was to carry the skin-laden skiff; and from that to the row-boat and the barge of the boatman the transition was easy; but little, however, is known of the quantity or character of traffic early in the century.

Before the time of steam the barge afforded the only means of river transportation, and the methods of its management were primitive, slow, and dangerous. The boat was 75 to 100 feet long; breadth of beam, 15 to 20 feet, and capacity 60 to 100 tons. The receptacle for freight was a large covered coffer called the cargo box, which occupied a considerable portion of the hulk. Near the stern was a small straightened apartment 6 or 8 feet in length, in which the captain and steersman or patron were quartered at night. Upon the elevated roof of this cabin the helmsman stood to direct the course of the craft. There were usually two masts; occasionally, one served the purpose. The main reliance was a large square sail forward, which, when the wind was favorable, accelerated the progress of the boat and relieved the hands, who at other times were obliged to propel it by most laborious methods. Going down the stream required watchfulness, some ingenuity, and full knowledge of the fitful and variable stream, but no exhaustive exertion. But up-stream, sometimes against the wind, through a land of savages, river pirates, and freebooters, the lot of the Mississippi navigator, in modern phrase, was not a happy one. About fifty men were employed. Sometimes all were rowing, sometimes they towed the boat after the fashion of the old canal-boat, but where the banks and stream made this impracticable the "warp" was adopted. This was accomplished by sending a coil of rope forward to some tree on shore or snag in the river, toward which the hands on board pulled the boat; then another tree or snag was selected, and so on to the end. There was little poling on the Mississippi—though it was sometimes done—on account of the depth of the water, the strength of the stream, and the yielding nature of the bottom. It was pole and warp, and tow and row, and row and tow, and pole and warp for months before a cargo from New Orleans reached Saint Louis.

BUCCANEERS OR RIVER PIRATES.

Buccaneers infested the mouths of the rivers; and the bays and creeks and caves af, forded places of concealment for them and their spoils till the close of the war of 1812- and every owner carried his own insurance against robber, flood, and fire. But it is recorded that the boatmen were scrupulously faithful to their trust and would fight to protect the consignment, and seldom failed to account satisfactorily for everything intrusted to their care; for policy doubtless had then as now much to do with business rectitude. The fates and fortunes of the traveler, however, who might have that about

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* For an interesting account of the discovery of the Mississippi River by De Soto, in 1541, see Internal Commerce of the United States, 1886, pages 592–594.

† McCulloch says it is from the Algonquin.

him calculated to excite the cupidity of fearless and unscrupulous men who knew no law but their own wild wills, and who recognized no higher consideration than expediency, were not so secure, and many an untold tale of murder and mysterious disappearance lies at the bottom of the Mississippi, for waves never babble gossip and scandal. One of many instances must suffice:

Cotton Wood Creek and Grand Tower were well-known places of rendezvous for pirates who would attack voyagers from some such place, drive them off, and then appropriate their valuables.

Early in 1787 an event occurred which inaugurated severe measures by the Government, resulting in the dispersion of the pirates. One, Beausoleil, a New Orleans merchant, started for Saint Louis with a richly laden barge. A strong breeze arose as the vessel approached Cotton Wood Creek. The pirates were ready for an attack, but the swift progress under a stiff breeze frustrated their design, and they sent a body of men up the river to head off the prize. The point chosen for attack was an island since known as Beausoleil's Island, and was reached in about two days. The barge had put ashore and was easily captured and the crew disarmed, when the captors turned the boat down-stream, soon after which a happy deliverance came from an unexpected source. Casotte, a negro who had affected great pleasure at the capture, was used by the freebooters as cook. He kept up a secret understanding with Beausoleil, and at a given signal and opportune moment, the captured became the captors, and all the pirates were either killed or secured. Vigorous measures followed; trips were made in fleets well armed for fight, and within a short time the robber haunts were vacated.

In those days of flat-boats and barges and endless time, the freight rate from New Orleans to Saint Louis was $6.75 per hundred on a probable average, if it was not nearer the minimum.

FOUNDING OF SAINT LOUIS—HISTORICAL.

The original idea upon which Saint Louis was founded was commercial. The site was selected by one Laclede in 1764 as possessing peculiar advantages for the fur trade. The city is situated on the right bank of the Mississippi River, 18 miles below the entrance of the Missouri River, 182 miles above the mouth of the Ohio River, 148 miles below the Falls of Saint Anthony, 1,182 miles above New Orleans, and 150 miles below Jefferson City, on the Missouri, the capital of the State of Missouri. The confluence of the different rivers in the immediate neighborhood was the determining factor in the consideration of the trapper, and has beyond his foresight become of first importance as a center for the distribution of agricultural products, manufactures, and merchandise. The trapper builded wiser than he knew.

The statistics of early times for sixteen successive years, ending in 1805, show the average annual value of the furs collected at Saint Louis to have amounted to $303,750. The number of deer-skins was 190,000; of beaver 46,000; of otter 11,000; of bear 70,100; of buffalo 1,360. The city of Saint Louis then mumbered 1,500 inhabitants, more than half of whom were absent the greater part of the year on trapping expeditions. As late as 1820 the place boasted only 3,146 people.

In 1813 the first brick house ever built on the banks of the Mississippi was erected in Saint Louis. In 1817 the first steam-boat, the *Antelope*, arrived on her way to explore the Missouri, a stream then almost wholly unknown. In that year the value of the fur trade of the river was estimated at $600,000. In 1822 Saint Louis was chartered as a city under the title given by Laclede in honor of Louis XV of France. From 1825 to 1830 immigration to that city and contiguous territory became important, and Saint Louis commanded trade from New Orleans to the Rocky Mountains. In 1829 the keel boat disappeared and the steamers *Yellow Stone* and *Assinaboine* became the dominant features of river trade.

Situated as Saint Louis is, midway between the Ocean and the Lakes and the Gulf, the center of the greatest river system in all the world, Saint Louis can not fail to be and remain an unsurpassed commercial emporium, and the material interests of the great States lying in the Mississsippi Valley, assure her of paramount political weight and influence.

WESTERN NAVIGATION.

The river navigation of the West is unrivaled on the whole earth, and since the advent of steam Saint Louis is more truly a sea-port than New Orleans was before that date.

The advantages of this location, from a commercial and political point of view, have been so widely discussed and recognized that nearly every school-boy is familiar with the city, its history, present importance, and assured future greatness. The great river carries the product of every zone, from the frigid almost to the torrid. As a sea-port, in 1847, she collected about $50,000; in 1886–'87 over $1,500,000.

In about 1822 Thomas H. Benton, Missouri's great Senator, secured an appropriation, the first one from Congress, for the improvement of the Missouri River.

Of the power and propriety of making appropriations, Daniel Webster, in 1847, said:

"Of the power of the Government to make appropriations for erecting harbors and clearing rivers, I have never entertained a particle of doubt. This power, in my judgment, is not partial, limited, obscure, applicable to some uses and not applicable to others, to some States and not to others, to some rivers and not to others, as seems to have been the opinion of gentlemen. * * * For one I reject all such far-fetched and unnatural distinctions. In my opinion, the authority of the Government in this respect rests directly on the grant of the commercial power to Congress, and as this has been so understood from the beginning by the wisest and best men who have been concerned in the administration of the Government; and is consequently general, and limited only by the importance of each particular subject and the discretion of Congress."

Of the necessity for expenditure there are innumerable and unanswerable arguments from the eccentricity of the stream and its effects upon navigation; it is never the same yesterday, to-day, and forever. It is said that in former times conversation in Saint Louis could be carried on from opposite banks at East Saint Louis, and now the bridge is a mile in length. One of the early steam-boats was wrecked somewhere near Cairo. A sand bank gathered about the wreck; an island grew upon the sand bank; trees grew upon the island, and the timber was cut and used as fuel. Later the floods carried away the island and washed away the sand banks, and after twenty-five years the old hulk of the steamer was uncovered and recovered, and the divided stream united again in a deeper channel than had been formed on either side of the temporary island.

The width of the river increased between the years 1822 and 1874 from 50 to 250 per cent. One might say from 50 to 400 per cent., as the increase was even more than 400 per cent. in some instances in 1874. There was a measurement taken of the width for each four miles of the length of the river from Cairo to New Orleans with the following results:

Seven measurements ranged over 2 miles each; ten, over 1 mile each; ten that have not changed in width since 1821; seven that range from 1,400 to 1,900 each have been reduced from a greater width since 1821 in conformity to a natural law, as mentioned in our former article, that where a sedimentary river has more channel room than is required it deposits material until the channel way is reduced to the normal requirements of its volume.

There are seven measurements that range below 2,000 feet against 110 in 1821. The balance of the 257 measurements range from 2,000 feet to 1 mile. The difference between the widest and the narrowest points is from 1,400 feet to 14,000.

Steam-boat men estimate that an unimpeded river would lessen expenses one-fourth, and that with a deepened channel, full freights, and an adequate ocean tonnage the transportation of wheat from Saint Paul to Liverpool via the Mississippi would cost 8 to 10 cents less than shipments via New York.

Experts have declared that from Saint Louis to Cairo the depth should be uniformly all of 8 feet, and from Cairo down at least 10 feet.

Delays cost even upper-river steamers $16 per hour, and down-river, with larger cargoes and heavier expenses, could hardly get off with less than $20 per hour.

Mercantile experience seems to warrant the statement that 3⅓ mills per ton per mile on grain cargoes and heavy merchandise by river is a paying rate; the average freight rate for even through consignments is said to be from 1 cent to 1½ cents per ton per mile.

THE SAINT LOUIS BRIDGE.

The westward march of empire, the richness of the Mississippi Valley on both sides of the river, the growth and importance of Saint Louis, and kindred considerations, led to an early investigation of various plans for the erection of a bridge; the unmanageableness of the mighty volume at high water, the treachery of the ice-gorge in winter, and the variableness of the channel, as commerce increased and unrestricted intercourse became more imperative, necessitated action in the matter.

As far back as 1839 the building of a bridge was discussed; committees were appointed, reports made, plans submitted, and estimates arrived at, but the sum fixed as likely to cover the cost, $737,566, induced the then mayor, Dr. Carr Lane, to write: "The time is inauspicious for the commencement of an enterprise involving such an enormous expenditure of money."

In 1865 the necessity for a bridge had become so apparent that another investigation was had, and estimates made by the city council, when the probable cost was fixed at $3,332,200, but nothing immediate came of the effort further than the awakening of public attention and the demonstration that an adequate bridge would cost a vast deal of money.

The absolute necessity for a bridge had forced conviction into the right minds, however, and the Saint Louis and Illinois Bridge Company was organized as a result. But there was opposition from the ferry interests, litigation with a rival corporation, prolonged delay, and it was June 9, 1868, before the following board of directors was chosen: Charles K. Dickson, Barton Bates, John R. Lionberger, Amos Cotting, Gerard B. Allen, James B. Eads, Josiah Fogg, William Taussig, William M. McPherson, David Gillespie, and William R. Morrison. The executive committee consisted of Messrs. Taussig, Allen, and Lionberger. Capt. James B. Eads was selected as chief engineer, with Col. Henry Flad and Charles Pfiefer as his immediate assistants, Colonel Flad having charge of the mathematical investigations and calculations.

The river commerce being naturally divided into up-river and lower-river trade, the bridge was located at Washington avenue, so that the wharf might be equally divided and boats from neither direction be compelled to pass the piers. The structure was to be built with reference to the "city directrix," and this is a curbstone at the foot of Market street and marks the height of water in 1828, and serves as the datum-plane for all the city engineering. Thirty-four feet below the directrix is known as low water.

The velocity of the current where greatest, opposite Saint Louis, varies from 4 feet per second ($2\frac{3}{4}$ miles per hour) to $12\frac{1}{2}$ feet per second ($8\frac{1}{2}$ miles per hour) at high-water times. The average slope of the water-surface is about 6 inches per mile near Saint Louis.

From July, 1868, to April, 1869, but little was done toward building the bridge, as Captain Eads's health failed and he was sent to Europe; but public opinion was educated and the confidence of capital was secured, which resulted in pronounced activity after the latter date named. And there was need of activity, for contracts had been let in remote parts of the country; special makes of steel tubes and bolts were to be provided for; granite was to be obtained from the East; losses by flood and tornado were to be made good; mistakes necessarily incident to the performance of a task wholly without precedent were to be corrected; changes in detail were to be effected; extra masonry was to be provided for; models, tests, inventions, and a thousand unforeseen difficulties were to be inspected and managed; but courage, industry, and ingenuity triumphed over every difficulty, and on a cold and dismal day in October, 1869, the corner-stone of the east pier was laid. Steadily for five months day and night the unceasing work went on, until on the morning of February 28, 1870, the screaming of whistles and the booming of cannon announced that the pier rested upon solid rock 95 feet below the surface of the river. The west pier was begun January 15, and reached bed-rock April 1, and was filled with concrete and stood 86 feet deep in soil and water, completed June 8, 1870. The river-piers were built during that summer.

A complete and detailed account of the building of the great bridge would be impracticable within the limits of this report, but a glance at the history of commerce upon and over the Mississippi River would convey no idea of the magnitude and importance of that traffic, if I failed to note the time and money and genius required to perfect this magnificent means of transportation. As the stature and structure of a man may be judged by a single portion of his anatomy, so some impression of the value of the bridge may be obtained by a contemplation of a single feature of the structure. The east abutment is looked upon by engineers as a signal triumph of their art. It is without parallel on our planet, both as to total size and depth, the East River Bridge foundations at New York being greater only in superficial area. Professor Woodward, the historian of the bridge, says:

"It stands the deepest subaqueous foundation ever built. While the work was in progress it attracted much less attention than the channel-piers. No accidents, no delays, no insuperable obstacles were met; everything worked beautifully, and the cost and time were well within the estimates. One can point with confidence to the east abutment of the Saint Louis Bridge as the most brilliant example of deep foundations the world has ever seen, and though by the adoption of a similar plan it might readily be surpassed in mere magnitude, it will unquestionably mark an era in deep-water engineering."

It was not originally designed to sink this abutment to bed-rock, but the success of the plan adopted with the channel-piers demonstrated the feasibility of building the east abutment in the same manner.

In his report of October, 1870, Mr. Eads said:

"Beneath the masonry piers of suspension and truss bridges it is quite common to employ a considerable amount of timber. Where the pressure upon the pier is a vertical one, this economical substitute for stone is admissible; but in the piers of an arched bridge, where some one span is at times loaded while others are unloaded, the thrust of the loaded arch has a tendency to oscillate the piers, and with a few feet in thickness of a material so elastic as wood under their bases, this oscillation would prove a dangerous feature. In the abutment piers, where a thrust is from one side only, and oscillation

is prevented by the works on shore, timber may be safely used to a considerable extent. To give the desired stiffness to the caisson for this abutment and avoid the more costly use of iron the roof of the air-chamber is made of timber 4 feet 10 inches in thickness. A large amount of timber is also used in constructing and stiffening the sides of the air-chamber, which are 10 feet high, and in forming two horizontal trusses or girders through the air chamber. These two girders are each 10 feet thick at the top, 3½ feet at the base, and 9 feet in height. They are about 73 feet long and are interlocked at each end with the sides of the air-chamber. They divide this chamber into three nearly equal compartments in the direction of the length of the bridge. Communication is made between these compartments by means of two openings through each girder. The sides of the chamber are 8½ feet thick at the top and 18 inches at the bottom, and are composed of timbers, some placed vertically, others horizontally, and some inclined at an angle of about 45 degrees, and the whole including roof and girders thoroughly interlocked together and bolted with large iron bolts. All of the timber is of the very best white oak. In addition to the iron bolting used, these timbers are thoroughly secured together with large white-oak treenails."

Enveloping this entire wooden structure was a cover of plate-iron, with air-tight joints. This was ⅜-inch thick and its sides were increased in thickness at the bottom edge to 3 inches by riveting four ¾-inch plates together. These extended several feet up the sides. This iron edge extended 10 inches below the wooden sides and formed the cutting edge of the caisson. Every 2 feet the iron sides were strengthened by vertical angle-irons 3 by 7 inches in size, riveted flatwise to the outside of the caisson. Through these angle-bars bolts 1½ inches in diameter were inserted, and by them the iron and wooden sides were strongly held together. This iron covering extended over the wooden top of the air-chamber and formed a floor, on which masonry was laid. The lining of the three shafts sunk through this floor was tightly riveted to the iron flooring. Across the roof of the caisson and parallel with its river front ran two strong plate-iron girders. They were intended not only to stiffen the roof of the air-chamber, but to secure greater rigidity in the caisson as a whole during the earlier stages of the sinking process. The iron sides were carried up 15 feet above the roof and there stopped. The masonry above that point had no exterior envelope. Professor Woodward's account, from which this is taken, says "that, built upon ways like a ship, it was a strange-looking craft. A vertical wall of iron 30 feet high, surrounding a figure of irregular shape, was all that could be seen from without. From the top of the wall, to which ascent was made by a temporary flight of steps, the appearance was equally strange. Nothing but iron was visible. The iron girders, 13 feet high, separated what seemed to be an immense iron box into three irregular parts. In the floor of the central part was a large circular opening and shaft leading to the air-chamber. In another were two smaller openings leading to side shafts. The central shaft was 10 feet in diameter and communicated with a large air-lock on each side. The openings to the side shafts were 4 feet in diameter, but the shafts themselves below deck were 8 feet in diameter. All air-locks were 8 feet in diameter. The launch was most successful. The ways had been well tallowed, and when blocks and lashings were removed the monster hastened down the smoking slides and raised a prodigious wave as it struck the Mississippi. It drew about 11 feet of water, and was towed 7 miles in five hours to its position opposite the city."

Twelve days were spent in completing arrangements for laying masonry. On the 17th (November, 1870), when the first stone was laid, the river had fallen nearly 7½ feet, and one corner of the caisson touched sand. November 22 night-work was begun. When all the sand-pumps were at work the full complement of men in the air-chamber was: one man in charge, three foremen, and a gang of ten men in each compartment. They worked ten hours a day, and men were abundant. On December 2 the air-chamber men were divided into three watches, working eight hours each. The caisson settled from 1 to 1½ feet daily. On December 3 an explosion, or blow-out, occurred. Mr. McComas, the superintendent, said the sand in the central compartment had been excavated to a depth of several inches below the cutting-edge of the caisson, and that, as it was closely packed all round the outside of the caisson, it prevented the free escape of air under the edges, till the pressure inside was considerably greater than was due to the depth. Water had filtered in and had been pumped out by sand-pumps. Finally the air forced its way up through the sand, making a large passage of escape, through which a large amount of air worked out at once with comparative violence.

By December 9 the immersion was fully 30 feet, or to the top of the iron envelope; but the drift of the current and the yielding of the sand allowed the caisson to work its way from the shore about 3 feet on the north and 3 feet 5 inches on the south; and measures had to be invented by Captain Eads to counteract and remedy this drift. January 1, 1871, ice gave considerable trouble, and the caisson was not further settled till January 14, when it was settled 2 feet 8 inches, and ice again interfered with the work of the masons. New necessity was the mother of new inventions; the sand-pump and a lamp

for lighting a chamber of compressed air were two of Mr. Eads's inventions resulting from the necessities of the case.

On February 7, at an immersion of 70 feet, it was discovered that the men should be restricted to watches of two hours each, with a rest of four hours between. On February 26 it was determined to work the submarines only during the day, as the serious cases of paralysis occurred mostly in the night watches. At the east abutment there were 28 cases of sickness in the caisson and only one death; but in the grand total incident to the building of all the piers there were 119 cases, 14 deaths, and 2 men were crippled.

At 100 feet it was found necessary to shorten the watches to two, of forty-five minutes each.

On the 8th of March, 1871, occurred the great tornado. It came from the southwest and struck the east bank of the river with great violence, and for half a mile wrought incredible havoc. It fell with destructive force upon the derricks and engine-boats lying at the east abutment. Strong timbers were snapped like straws, and the wire ropes and cables were twisted into an almost inextricable mass. Hydraulic machinery, air pipes and hose, sand and water pipes, and all the intricate contrivances for pushing the work were crushed and scattered, but in all the crash and destruction in the midst of and over a hive of busy men, only one life was lost. Every engine was disabled, including the air-pumps to the caisson. The cost to the company was about $50,000.

But the hurricane had much to do with the present excellence and strength of the bridge. Captain Eads changed his plans. The original design contemplated an upper roadway wholly of wood, the substructure of which was designed to act as a truss to resist the action of hurricanes upon this part of the bridge. The possibility of a tornado like that experienced led to the consideration of a wind-truss in the form of a flat or horizontal girder 54 feet wide, extending from pier to pier made entirely of plate-iron, but this design was subsequently modified, resulting in an iron truss of great strength involving less material and weight.

After the tornado, with damaged appliances, the work was slow, but bed-rock was reached March 28 at 109 feet 8½ inches. The average depth of the rock below the city directrix (ordinary high water) was 127 feet 5 inches, and 135 feet below extreme high water.

Each pier had its individual history of delays, accidents, discoveries, and expenditures, and the east abutment, greatest in size of all, presents perhaps the minimum, certainly not more than the average, of incident, though greater in expense.

Table in regard to masonry.

[Detailed account of masonry in cubic yards.]

Abutments, piers, and approaches.	Granite.			St. Genevieve sandstone.	Grafton limestone.			Concrete.		Brick.	Total cubic yards.
	Richmond.	Portland.	Missouri red.		Cut face.	Behind skew-back.	Backing.	Shafts.	Air-chamber.		
East abutment	40.6	1,044.0	132.6	777.1	2,306.4	265.0	19,023.5	422	82	.....	24,093.2
East pier	366.7	1,275.0	.....	627.1	1,517.3	323.3	11,308.9	573	1,340	489.0	17,820.3
West pier	312.2	1,279.0	.....	630.2	881.3	302.5	9,174.0	209	1,120	262.0	14,170.2
West abutment	.....	1,058.0	125.0	777.3	446.5	295.7	9,940.7	.....	.....	.....	12,643.2
East approach	.....	.....	442.3	2,983.2	205.8	.....	5,185.5	.....	810	4.0	9,630.8
West approach to tower	.....	.....	445.3	2,987.1	45.7	.....	4,401.3	.....	.....	15.2	7,894.6
Total	719.5	4,656.0	1,145.2	8,782.0	5,403.0	1,186.5	59,033.9	1,204	3,352	770.2	86,252.3
Add masonry in west approach between Third and levee	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,645.3
Grand total of masonry											102,897.6

Material in the superstructure.

	Pounds.
Steel: Total amount in bridge, about	4,780,000
Wrought iron: Total amount in three arches, about	6,313,500
Wood: Total amount in bridge, about	1,612,000
Railway tracks: Total weight, estimated at	430,000
Total weight of the three arches (or about 6,568 tons or an average of 4.3 tons per foot)	13,135,500
(The weight per foot near center of the span is about one-half of what it is at the ends.)	
Total weight of one naked rib	488,200
Length of rib of center arch, 531 feet; average weight per foot, about 920 pounds.	

Cost of the bridge.

Construction	$1,838,339.96
Erection and extras, etc	284,441.69
Total for superstructure	2,122,781.65
Foundation, approaches, etc.:	
West approach	433,524.75
West pier	463,712.67
West abutment	339,084.90
East pier	612,988.20
East abutment	664,130.60
East approach	741,419.47
Tools and machinery (less proceeds of sales)	336,910.74
Boats and barges	83,368.08
Repair account	99,998.44
Wooden buildings	30,685.98
Horse and balking account	21,400.78
Miscellaneous account	110,619.31
Contingent account	210,295.54
Engineering account	266,808.88
Grand total construction and erection	6,536,729.99

But the total cost of the bridge as given by Professor Woodward and as set out immediately above, only covers the items named, omitting right of way, discounts on bonds, salaries, and the like, and makes no mention of the tunnel, a necessary incident to the bridge as a means of transportation.

The right of way was obtained through a then very valuable section of the city, so that the sum total of all expenses up to the time the bridge and tunnel were in a condition to be used about doubles the amount above given—say about $13,000,000 or $14,000,000, as follows:

The bridge construction and erection cost (vide Woodward)	$6,536,729.99
Other items (salaries, etc.)	6,961,070.45
Tunnel	1,748,235.23
Grand total	14,245,035.67

February 27, 1867, a meeting of the Bridge Company was held at the Southern Hotel in Saint Louis, with Charles K. Dickson, James B. Eads, Joseph C. Cabot, John M. Krum, John H. Beach, and James Blackman present. March 23, at the Planters' House, the stockholders organized and elected C. R. Dickson, president, and James B. Eads, engineer-in-chief.

On February 25, 1868, the corner-stone of the western abutment was laid and the great bridge formally begun.

Early in June, 1874, General Sherman drove the last spike connecting the bridge with the railways on land. On the 29th of June a locomotive was run over both tracks. On the 2d of July fourteen engines tested the bridge, stopping in the center of each arch or span, and the upper roadway was filled with people and teams.

On the 4th of July, 1874, the triumphant completion of the bridge was celebrated, awakening profound interest and expressions of gratification all over the Union.

Between the east abutment there are three spans, the east and west, each 502 feet in the clear, the center span is 520 feet in the clear, which, with the east and west piers,

makes a total extent from abutment to abutment of about 1,575 feet. Counting the approaches, the total length of the bridge is 6,220 feet, or a little more than 1 mile.

As all the world knows, the bridge was a success and did not seriously hinder navigation, notwithstanding the fact that a grave and learned body of engineers sat upon the case, and pronounced against it, and declared it a menace to river traffic.

The language used was this:

"There can be no doubt that this bridge is an obstruction to navigation. What modification of the bridge will remedy this, is one of exceeding difficulty. If it should be proved that no change can be devised and carried out that will satisfy the interests of navigation without destroying the usefulness of the bridge, then justice demands the bridge must come down and a suitable one take its place."

Said General Warren, the spokesman:

"I am not indifferent to the importance to the public and to this city of having a reliable means of crossing the river at all times. I am not indifferent to the interest of those who have lavished their money in this undertaking; but a greater public interest should not be destroyed unnecessarily for their sake. I am convinced that a bridge suited to this great want, at an expense much less than has already been made, almost if not entirely unobstructing navigation, could years ago have been completed upon designs well known and tried in this country had not the authors of the present monster stood in the way."

Experience seems to have proven that the piers are, to an appreciable though not to a seriously hurtful extent, an impediment to navigation; that the draught is even improved; that the "monster" has become a protection in time of storm, beside being the means of unbroken and unrestricted traffic between the banks, and an indispensable method of uninterrupted travel. Boatmen learned that stacks could be both lowered and shortened to good advantage.

The traffic of the finished bridge was of course large from the first. I show the movement for different years, as will appear below:

The increase of travel and of freight traffic over the bridge is indicated by the following tables:

Number of railroad passengers crossing at the bridge at Saint Louis during each year from 1877 *to* 1887, *inclusive.*

Year ending March 31—	Number of passengers.
1877	604,483
1878	667,294
1879	719,178
1880	1,014,976
1881	1,083,892
1882	1,235,924
1883	1,213,021
1884	1,333,360
1885	1,282,430
1886	1,376,903
1887, year ending December 31, 1887	1,274,567

Number of freight and passenger cars which crossed the Saint Louis bridge each year from 1876 *to* 1887.

Year ending March 31—	Freight-cars.	Passenger-train coaches.	Stock-yard cars.	Total.
1875	29,008	.....	.....	29,008
1876	79,294	59,711	.....	139,005
1877	138,259	69,125	.....	207,384
1878	145,724	71,449	2,246	219,419
1879	186,311	76,846	3,349	266,506
1880	207,959	78,116	4,827	290,902
1881	243,704	88,998	4,734	337,436
1882	252,269	101,725	3,736	357,730
1883	278,144	105,073	3,042	386,259
1884	301,275	116,433	2,514	420,222
1885	318,904	113,863	2,642	435,409
1886	311,168	120,772	2,654	434,594
1887, year ending December 31, 1887	.....	.....	.....	469,661

These tables clearly indicate the rapid growth of the commerce of Saint Louis in an east and west direction.

The volume of traffic which then passed over the bridge was about 50 per cent. greater than the entire Mississippi River traffic of Saint Louis to and from the south. Besides this, a large amount of freight is transported across the Mississippi River in railroad cars on ferry-boats.

A considerable amount of freight also crosses in vehicles upon the wagon roadway above the railroad track.

Traffic and earnings in 1886 *and* 1885.

Freight cars:	
East	61,474
West	125,375
Total	186,849
Tons carried:	
East	731,970
West	1,877,951
Total	2,609,921
Empty freight cars carried:	
East	96,409
West	27,910
Total	124,319
Percentage of total freight-car traffic:	
Loads	60 per cent.
Empties	40 per cent.
Total freight earnings:	
1886	$863,579.23
1885	874,418.11
Decrease in 1886	10,838.88
Average earnings per car, $4.62; per ton, 33 cents; per 100 pounds, 1.65.	
Passenger traffic:	
Total number of railway passengers in 1886	1,376,903
Less D. H	105,410
Total paying passengers	1,271,493
In 1885	1,226,061
Increase	45,432
Average per day (including Sundays)	3,772½
Number of passenger coaches carried	86,748
Number of baggage, express, and mail	36,678
Total	123,426
Average number of passengers in coach	15.12
Total passenger earnings	$324,024.40
Total passenger earnings in 1885	325,622.58
Decrease in 1886	1,598.18
Average receipts per passenger in 1886 (cents)	25.48
Average receipts per passenger in 1885 (cents)	26.55
Decrease	1.07

SAINT LOUIS BRIDGE BUSINESS.

Classification of loaded cars across the river for the years 1886 *and* 1887.

Articles.	No. of cars in 1886.	No. of cars in 1887.	Increase.	Decrease.
Agricultural implements	595	1,190	595	.....
Barley	1,639	1,950	311	.....
Bran	832	971	139	.....
Brick and stone	3,273	3,303	30	.....
Corn	4,293	3,819	.....	474
Cooperage	1,636	1,258	.....	378
Coal, anthracite	6,736	7,354	618	.....
Coal, bituminous	57,520	66,377	8,857	.....
Cement and lime	2,167	2,130	.....	37
Cotton	3,611	5,516	1,905	.....
Drain tile	750	753	.....	.....
Emigrant outfit	479	1,251	772	.....
Flax seed	158	218	60	.....
Flour and meal	3,038	3,293	255	.....
Grain, oats and rye	1,063	1,232	169	.....
Hay	1,270	2,030	760	.....
Ice	3,549	2,453	.....	1,096
Iron	2,295	4,347	2,052	.....
Lumber and shingles	6,026	9,035	3,009	.....
Merchandise	3,712	.....	.....	.....
Miscellaneous	30,754	43,067	12,313	.....
Oil	3,707	5,138	1,431	.....
Ore	3,754	2,415	.....	1,339
Produce and P. H. P	778	2,242	1,464	.....
Pig and bar iron	3,329	3,683	354	.....
Pig lead and spelter	1,669	2,041	372	.....
Railroad equipment	4,874	3,031	.....	1,843
Stock	24,796	27,964	3,168	.....
Salt	2,731	3,077	346	.....
Tobacco	2,370	2,959	589	.....
Wheat	3,445	1,041	.....	2,404
Total	186,849	215,138	39,572	7,571

BUSINESS OF THE SAINT LOUIS BRIDGE, THE FERRIES, AND SAINT LOUIS TRANSFER COMPANY FOR 1886 AND 1887.

In connection with the business of the bridge and transfer companies, an estimate is given herewith of the amount of traffic across the Mississippi at Saint Louis. This estimate is made from such information as could be obtained, and, while not claimed to be correct, is probably a fair approximation of the business. The amount handled by private teams is an uncertain quantity which can not be definitely determined.

Amount of freight in tons transferred across the river at Saint Louis during 1887 *and* 1886.

FROM SAINT LOUIS TO EAST SAINT LOUIS, VENICE, AND CARONDELET.

By the—	1887.		1886.	
	Cars.	Tons.	Cars.	Tons.
Bridge	65,568	778,788	61,474	735,944
Wiggins Ferry	15,912	238,680	9,206	138,090
Carondelet Ferry (estimated)	.....	244,861	.....	250,000
Illinois and Saint Louis Ferry	.....	2,818	.....	2,754
Madison County Ferry	.....	31,380	.....	.....
Bridge by teams	.....	202,954	.....	261,742
Saint Louis Transfer Company's teams by ferries	.....	175,000	.....	192,000
Ferries by private teams (estimated)	.....	55,000	.....	48,000
Total tons west to east	.....	1,729,481	.....	1,628,530
Total tons west to east during—				
1884	.....	.....	.....	1,896,680
1883	.....	.....	.....	1,762,824

Amount of freight in tons transferred across the river at Saint Louis, etc.—Continued.

FROM EAST SAINT LOUIS, CARONDELET, AND VENICE TO SAINT LOUIS.

By the—	1887.		1886.	
	Cars.	Tons.	Cars.	Tons.
Bridge	149,573	2,263,280	125,375	1,877,951
Wiggins Ferry	51,626	826,016	44,510	667,650
Carondelet Ferry (estimated)	.....	277,740	.....	220,000
Illinois and Saint Louis Ferry	.....	2,306	.....	2,176
Madison County Ferry	.....	60,600	.....	
Bridge by teams	.....	429,589	.....	781,748
Saint Louis Transfer Company's teams by ferries	.....	350,000	.....	288,000
Ferries, general freight by private teams (estimated)	.....	125,000	.....	96,000
Ferries, coal by teams	.....	140,000	.....	134,000
Total tons east to west	.....	4,474,531	.....	4,068,165
Total tons east to west during—				
1884	.....	.....	.....	3,437,233
1883	.....	.....	.....	4,118,052

Upper roadway traffic, Saint Louis Bridge, year ending December 31, 1887.

Months.	Passengers.		Vehicles.				Horse and rider.	Horses, mules, and cattle.	Sheep, hogs, and calves.
	Foot.	Omnibus.	One-horse.	Two-horse.	Three-horse.	Four-horse.			
January	72,510	22,477	10,040	40,342	12,269	7,130	1,320	8,438	628
February	67,829	21,419	7,426	12,190	6,479	3,233	1,171	4,445	49
March	79,401	24,188	9,598	11,894	5,485	2,959	1,059	2,080	.....
April	84,766	26,757	10,647	11,179	4,435	2,592	960	1,674	.....
May	88,457	27,767	11,893	10,356	4,395	2,044	812	1,657	.....
June	86,915	26,475	13,038	14,906	3,999	1,951	810	1,281	.....
July	118,625	24,517	12,634	16,696	3,812	1,907	660	909	.....
August	98,134	24,135	13,257	21,624	5,138	2,533	975	1,468	.....
September	108,598	28,687	13,055	20,505	6,004	3,015	982	1,507	.....
October	141,379	34,441	13,832	24,747	7,479	3,339	1,166	2,297	.....
November	83,984	25,675	11,057	18,415	7,498	3,006	847	1,555	.....
December	85,720	26,976	9,435	18,318	7,789	3,789	1,026	4,015	12
Total	1,116,318	313,444	135,912	221,672	74,782	37,498	11,788	31,326	689

Comparative statistics of passenger railway traffic, lower roadway, for the years ending December 31, 1886 *and* 1887, *in passenger coaches and baggage cars.*

Months.	In regular trains.						In National Stock Yards.				Passengers carried free in 1887.
	Passengers.		Passenger coaches, etc.		Baggage, express, etc.		Passengers.		Coaches.		
	1886.	1887.	1886.	1887.	1886.	1887.	1886.	1887.	1886.	1887.	
January	66,435	77,170	6,449	7,154	2,912	3,271	9,544	6,575	256	248	10,870
February	70,558	77,568	5,835	6,500	2,648	2,908	7,287	5,745	236	194	11,102
March	88,371	101,091	6,682	7,465	2,964	3,422	4,885	5,595	216	216	12,600
April	81,183	80,892	6,328	7,186	2,910	3,343	4,317	3,826	208	208	9,465
May	89,732	87,397	6,623	7,568	3,014	3,477	6,013	4,788	208	208	9,007
June	88,494	89,463	6,642	7,464	2,888	3,449	7,513	6,624	208	206	8,664
July	102,410	95,783	7,310	7,729	2,999	3,368	6,634	5,766	216	154	9,142
August	101,593	96,411	7,065	7,679	2,952	3,418	6,898	5,667	208	162	9,436
September	145,753	190,157	8,257	9,642	3,154	3,605	6,990	4,177	208	156	9,075
October	167,117	198,357	8,305	9,622	3,333	3,682	5,027	4,107	208	180	8,194
November	84,465	89,547	7,147	7,475	3,365	3,512	5,614	6,713	206	202	9,232
December	88,211	90,731	7,450	7,783	3,539	3,731	9,809	7,623	276	256	9,238
Total	1,174,322	1,274,567	84,094	93,267	36,678	41,186	80,531	67,206	2,654	2,390	116,065

Total number paying railway passengers for the year 1887	1,274,322
Total number paying passengers in National Stock Yard trains 1887	67,206
Total number paying passengers in chartered trains 1887	15,800
	1,357,573
Total number passengers carried free	116,065
Total number of paying and non-paying passengers for the year 1887	1,473,638
Total number of passengers per day (Sundays included)	4,037
Gross receipts from railway passengers	$360,052.30
Average toll for each paying passenger	26.52

Movement of loaded freight cars, through and local, east and west, over the Saint Louis Bridge during the year 1887.

Roads.	East-bound to—		West-bound from—		Total.
	Saint Louis local.	Through.	Saint Louis local.	Through.	
Wabash	2,101	5,953	13,880	30,525	52,459
Louisville and Nashville	1,811	3,029	7,853	5,905	18,598
Terre Haute and Indianapolis	1,802	5,434	10,628	13,588	31,552
Indianapolis and Saint Louis	1,279	3,373	6,187	6,303	17,142
Chicago, Burlington and Quincy	991	1,983	4,132	1,435	8,541
Chicago and Alton	1,436	3,529	5,595	1,802	12,362
Cairo Short Line	1,434	837	5,803	4,830	12,904
Ohio and Mississippi	962	3,554	7,851	6,979	19,346
Venice and Carondelet	22	30	6,187	1,095	7,335
East Saint Louis Connecting	118	756	1,095	900	2,869
East Saint Louis and Carondelet	25	139	227	61	452
Mobile and Ohio	536	425	2,354	689	4,004
National Stock Yards	15	23,886	2,615	1,054	27,570
Toledo, Saint Louis and Kansas City		4			4
Total	12,633	52,932	74,407	75,166	215,138

The closing of the river by ice increases the bridge traffic about 20 per cent.

EARNINGS.

Receipts from all sources in 1887 were	$1,714,592.20
Increase over 1886	150,399.07
Total expenses for 1887	$810,629.93
Total earnings above expenses	903,962.27

SAINT LOUIS.

A brief summary of the city's earlier growth is outlined in the following schedule:

1764. February 15. Saint Louis established as a trading post by Laclede.

1771. Saint Louis taken possession of by Don Pedro Piernas. From this time till 1803 the city remained in possession of the Spaniards.

1803. Upper Louisiana transferred from Spain back to France, and in—

1804. March 10. All public property was turned over to the United States.

1808. First newspaper—Missouri Gazette—established.

1809. Saint Louis incorporated as a town.

1812. Territory of Missouri designated.

1815. First steam-boat arrived at Saint Louis.

1819. First steam-boat ascended the Missouri.

1821. Missouri admitted to the Union.

1822. Saint Louis incorporated as a city.

1830. Population increased to 5,862.

1835. Railroad convention held at Saint Louis.

1840. A thriving increase was exhibited. The city manufactured 19,075 barrels of flour, 18,656 barrels of whisky, and had 1,075 barrels of beef inspected.

1849. May 19. Disastrous fire swept away the main business part of the city, and during the following summer the city was visited by the dire pestilence of cholera.

1851. First railroad enterprise was inaugurated—the Pacific Railroad of Missouri, now the Missouri Pacific.

1855. First rail outlet to Atlantic sea-board—Ohio and Mississippi. From this time on the development of railroad interests was rapid, and the relative importance of river interests declined.

The population of the city, as showing its growth, is exhibited below:

Year.	Population.	Year.	Population.
1799	925	1844	34,140
1810	1,400	1850	74,439
1820	4,928	1852	94,000
1828	5,000	1856	125,200
1830	5,862	1859	185,587
1833	6,397	1866	204,327
1835	8,316	1870	310,864
1837	12,040	1880	350,522
1840	16,469	1886	450,050

During this earlier era the Upper Mississippi and Missouri Rivers formed almost the only feeders for the Saint Louis market, and the Lower Mississippi the most natural avenue of outlet for her products.

Prior to the year 1855 the commerce of Saint Louis was almost entirely dependent for the means of transportation upon the Mississippi River and its navigable tributaries. Beside the fluvial commerce of the city, there was a small trade carried on with contiguous territory by means of wagons. The commerce by river extended to Fort Benton, at the head of navigation on the Missouri River, to Saint Paul, at the head of navigation on the Mississippi River, and to Pittsburgh, on the Ohio River. The most important branch of the commerce of Saint Louis was, however, carried on along the Lower Mississippi, between that city and New Orleans. During the period referred to the commercial relations of Saint Louis with the cities of Pittsburgh, Cincinnati, and Louisville were both reciprocal and competitive. Her trade with New Orleans consisted mainly in the purchase of commodities imported at New Orleans from foreign countries or received from northern sea-ports, and the shipment to New Orleans of products of agriculture from the comparatively narrow strips of country bordering upon the Upper Mississippi and its navigable tributaries, which products found a market at Saint Louis. The lack of facilities for transportation then placed the principal part of the vast and productive area embraced in our Western and Northern States beyond the limit of profitable commerce. During this period the trade between Saint Louis and the States on the Atlantic sea-board was comparatively insignificant. The trade of New Orleans was then dominant throughout the States situated south of the Ohio River and south of the State of Missouri. Since the year 1855, however, the conditions governing the commerce of Saint Louis have been completely revolutionized. As the result of the construction of railroads, that city now enjoys extensive facilities for direct trade throughout the States of the Atlantic sea-board, the Western and Northwestern States and the southern States, and with the States on the Pacific coast. The centers of trade and of industry in nearly every State and Territory of the Union have thus been brought within the range of her commercial activities.

By the completion of the Ohio and Mississippi Railroad in July, 1855, Saint Louis secured her first all-rail communication with the Atlantic sea-board. A new era in the history of trans-Mississippi commerce was thus inaugurated. At once a large portion of the freight traffic between Pittsburgh, Cincinnati, and Saint Louis was transferred from the river to the railroad. There was also an almost entire diversion of the east and west passenger traffic from the Ohio and Mississippi Rivers to the railroad.

The upper river requires boats of light draught, drawing, when loaded, not more than 6 feet and capable of navigating with light trips in 3 feet of water. Such steamers are necessarily of smaller dimensions and lighter construction than lower-river boats, and have a carrying capacity of from 250 to 750 tons, or an average of 500 tons.

The commerce of the lower Mississippi is carried on large and strongly built steamers, capable of resisting the increased current, and on powerful tow-boats and barges; the steamers with a carrying capacity of from 800 to 1,500 tons, while a tow-boat with from five to eight model barges is capable of transporting 10,000 tons in a single trip, and occupying in the passage to New Orleans but six to eight days.

Another cause for the division of the river traffic is the fact that the reciprocal trade is between Saint Louis and the north, and between Saint Louis and the south. The shipper on the upper river terminates his venture at Saint Louis, where he disposes of his property and purchases the goods he desires in return, or receives the proceeds in money, with which to continue his shipments.

He has no business connections with the Southern States, has not the property in the shape and quantity to supply their wants, and must therefore dispose of his goods in a general market where there is a demand for the products of the North and Northwest. Therefore his venture must end at Saint Louis.

On the other hand, the trade of the South seeks a market where values are daily established, where orders can be promptly filled, where quantities and qualities desired can always be had, and where the exchange between the commodities of the South and the products of the North and West can be made.

Thus it will be seen that the division of the commerce of the great river is sharply defined by the natural conditions of the river and by the requirements of the people living and doing business on its banks and contiguous territory.

Up to about the years 1860 and 1861 the business of the Mississippi Valley depended for its transportation facilities almost entirely upon the Mississippi River and its navigable tributaries. Commerce flowed North and South, because there were no other means of communication.

With the advent of railroads reaching westward to and across the Mississippi River, tapping every prominent city and town, a portion of the traffic was necessarily and unavoidably diverted to east and west lines.

As the lines of railway were extended into the Southern States direct to interior points, affording quick transit for shipments, the larger portion of the business for these interior points was diverted from the river to the rail. Especially was this true of general merchandise and manufactured goods that could bear the expense of increased cost of freight.

The passenger traffic naturally sought the quicker route of travel, leaving to the river only the local travel between river points and the pleasure travel of the winter season.

What is commonly known as the "coast trade" or the trade along the banks of southern rivers is one of considerable magnitude, and forms a large portion of the business of the steam-boats. All along the Mississippi River from Saint Louis to New Orleans at varying distances from each other are large towns or cities on either bank of the stream, which are the distributing points for large sections of contiguous territory; among these may be named Chester, Ill., Cape Girardeau, Mo., Cairo, Ill., Hickman, Ky., Columbus, Ky., Memphis, Tenn., Commerce, Miss., Helena, Ark., Napoleon, Ark., Greenville, Miss., Lake Providence, La., Vicksburg, Miss., Grand Gulf, Miss., Natchez, Miss., Baton Rouge, La., and Donaldsonville, La. In addition to these prominent points there are 1,311 landings between Saint Louis and New Orleans at which steamers land, if desired, to receive and discharge freight. At a number of the cities named the Mississippi boats make connection and exchange freights with railroad lines extending into interior cities and also to sea-board points.

The first railroad connection below Saint Louis is Cairo, Ill., where there is an interchange of freight with the Illinois Central Railroad for Chicago and intermediate points, and with the Cairo Short-Line and Mobile and Ohio Railroad for Saint Louis.

Twenty-one miles below Cairo, and on the opposite bank is Belmont, Mo., where a branch of the Saint Louis, Iron Mountain and Southern Railroad reaches the river and makes connection with the system of railroads east of the river by car-transfer boat. When the river is closed by ice at Saint Louis, Cairo and Belmont become the head of navigation, and shipments for the south are made by rail to these points and there transferred to the river craft.

At Columbus and Hickman, Ky., Memphis, Tenn., and Vicksburg, Miss., the Mississippi River packets make connections with lines of railroad, and a considerable amount of freight is thus distributed.

THE COMMERCE OF SAINT LOUIS TOWARDS THE SOUTH.

In the following table the tonnage by river to and from the South embraces only tonnage moved on the Mississippi River below Saint Louis, the Cumberland and Tennessee Rivers, and the navigable tributaries of the Mississippi River which empty into it below the mouth of the Ohio River:

Tons of freight received at Saint Louis from the South, and of freight shipped from that city to the South, by river and by rail, from 1872 *to* 1887, *inclusive.*

Calendar year—	Received.		Shipped.		Total receipts and shipments.		Total.
	By river.	By rail.	By river.	By rail.	By river.	By rail.	
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1872	308,480	1,083,600	578,596	257,493	887,076	1,341,093	2,228,169
1873	232,460	1,107,228	562,125	275,998	794,585	1,383,226	2,177,811
1874	176,120	1,020,414	476,735	291,084	652,855	1,311,498	1,964,353
1875	134,465	1,237,205	370,275	368,357	504,740	1,605,562	2,110,302
1876	159,485	1,151,049	383,485	313,092	542,970	1,464,141	2,007,111
1877	161,870	1,177,779	427,400	371,402	589,270	1,549,181	2,138,451
1878	187,910	1,102,696	434,490	397,528	622,400	1,500,224	2,122,624
1879	193,480	1,455,792	499,040	496,306	692,520	1,952,098	2,644,618
1880	238,940	1,614,637	820,555	671,661	1,059,495	2,286,298	3,345,793
1881	295,830	1,954,300	733,235	903,249	1,029,065	2,857,549	3,886,614
1882	298,605	2,025,512	615,900	1,042,848	914,505	3,068,360	3,982,865
1883	374,920	1,984,541	593,615	982,544	968,535	2,967,085	3,934,610
1884	260,875	1,880,204	452,805	1,065,297	713,680	2,945,501	3,659,181
1885	259,915	1,894,326	474,685	1,066,039	734,600	2,955,365	3,689,965
1886	308,695	2,249,907	486,275	1,237,708	794,970	3,487,615	4,282,585
1887	297,550	2,624,331	560,150	1,413,426	857,700	4,037,757	4,895,457

It appears from the above table that the traffic of Saint Louis by river to and from the South increased from 850,767 tons, in 1871, to 914,505 tons, in 1882, an increase of 63,738 tons, or 7.5 per cent., but that the trade by rail increased from 954,565 tons, in 1871, to 3,068,360 tons, 1882, an increase of 2,113,795 tons, or 221 per cent.

During the year 1871 the movement by rail was only 103,798 tons in excess of the movement by river, but during the year 1882 the tonnage by rail was 2,153,855 tons in excess of the movement by river, and in 1886 the rail tonnage exceeded the water movement by 2,692,645 tons. This clearly illustrates the enormous development of the commerce of Saint Louis to and from the South by rail. After 1882 the traffic will be found also largely in the rail tables.

The total receipts from, and total shipments to, the South are shown as follows:

Calendar year—	Received.	Shipped.
	Tons.	*Tons.*
1872	1,392,080	836,089
1873	1,339,688	838,123
1874	1,196,534	767,819
1875	1,371,670	738,632
1876	1,310,534	696,577
1877	1,339,649	798,802
1878	1,290,606	832,018
1879	1,649,272	995,346
1880	1,853,577	1,492,216
1881	2,250,130	1,636,484
1882	2,324,117	1,658,748
1883	2,359,461	1,575,159
1884	2,141,079	1,518,102
1885	2,154,241	1,540,724
1886	2,558,602	1,723,983
1887	2,921,881	1,973,576

SAINT LOUIS AS A TRADE CENTER—RAILROAD POSSIBILITIES.

[From the Saint Louis Republican, January 3, 1888.]

The geographical location and the natural advantages of Saint Louis are so thoroughly in harmony with the trade currents of the country that the accumulation and distribution of the several lines of trade and commerce should be upon a very much more extended scale the ensuing year than ever before, and with a proper appreciation of the relation this city sustains under the laws governing supply and demand to the territory rightfully tributary to this market, the volume of traffic movements in 1888 should reach very much nearer the capacity of our facilities than in any former year. But the possibilities of Saint Louis are one thing and the extent of their development is another, and both are altogether subject to and under the influence of the aspirations of her financial, commercial, and industrial interests. About 5,000 miles of new main-line road have been added in the past year to the railway system already having, or soon will have, Saint Louis for a common focus, and practically every mile of it has either opened up new territory to this market or given better facilities to communities that had already been provided with railway transportation, and the coming year will see the opening up of still other producing regions. The new year, therefore, opens with abundant opportunity for trade expansion, and for widening and strengthening the commercial influence of Saint Louis upon a territory that is as valuable as it is vast. But its output of produce and its commodity requirements will not voluntarily seek a permanent market here or at any other point. It must be demonstrated by the kind of energy and effort that "means business" that Saint Louis can and will make it to the interest of all newcomers, and old ones as well, to abide with us, commercially speaking, forever.

There will also be considerable for the Saint Louis merchants to do this year in the way of giving moral support to new railway enterprises that have this city for their objective point. The Saint Louis, Arkansas and Texas will extend northward during the year, and it would be a mistake to allow it to cross at Grand Tower and connect with the Illinois Central, for then it would be a Chicago, and in no sense a Saint Louis, road. The Venice and Marine project is another promising enterprise, the more so because it will open up extensive coal-fields and be a strong competitor of the Consolidated Coal Company. The Saint Louis, Kansas City and Colorado is now owned by the Atchison, Topeka and Santa Fé, and the work of extending towards Kansas will be begun this spring, but it must have terminal facilities in Saint Louis, and it should be seen that it has them. The Chicago, Burlington and Quincy is anxious to extend its line from Saint Peter's to Saint Louis, and to obtain an entrance to the center of the city. The Paducah extension of the Cairo Short Line should also be encouraged, as it means that ultimately it will be extended up the Tennessee River, and open up a very rich territory to this market. The construction of the Mobile and Ohio's proposed line from Corinth to Birmingham would be highly advantageous to Saint Louis and should be encouraged. So,

altogether the merchants of Saint Louis will find plenty to engage their attention the coming year, and it is to be hoped that every worthy undertaking that promises well for the trade and financial interests of the city may have the full measure of encouragement that they are deserving of.

A REMARKABLY GOOD SHOWING IN ALL LINES DURING 1887.

[Saint Louis Republican, January 1, 1888.]

The year's business throughout the manufacturing and mercantile lines of Saint Louis has been one of continued bustle and prosperity, and in all the various departments of trade the results have given satisfaction to those engaged therein. The bank clearings have increased from $810,800,000 in 1886 to $894,000,000 for 1887. In cotton the gross receipts of 1886 were 290,144 bales; 1887 shows 396,130 bales. One of our principal lines—that of lumber—increased fully 20 per cent. There was 250,000,000 feet of white pine alone handled, while in yellow pine, laths, shingles, and the different hard woods the totals increased in a like proportion. The receipts of grain were, wheat 13,607,175 bushels; corn, 16,074,511 bushels; oats, 9,418,335 bushels, which is considerably in excess of last year, and the consumption of coal was 5,000,000 bushels more than in 1886. The total receipts of live stock, as shown on the Chamber of Commerce books, were: Cattle, 464,828; sheep, 417,425; hogs, 1,052,240; horses and mules, 57,048 head. The manufacturers increased their output heavily. Agricultural implements, plate and sheet glass, fire-clay products, white lead and oil, building materials, boilers and machinery, beer, furniture and chairs, street-cars, flour, etc., all show an increase in the total production of from 20 to 33 per cent. Saint Louis makes more press-brick than four of the largest press-brick-producing cities together. The output was 50 per cent. greater than in 1886, and Mr. Eliot of the largest press-brick works here gave it as his belief that the 1888 output would be 100 per cent. greater than 1887.

THE TENNESSEE AND CUMBERLAND RIVERS.

These contribute no slight commerce to the great stream, but for about five months in the year navigation is always seriously hindered, and often wholly suspended by low water, the depth during the summer and fall not being reliably greater than 15 inches; particularly is this true of the Tennessee.

The bottoms of these rivers being rocky, there is no remedy but blasting, or canals and locks around the shoals, which would be expensive, between Waterloo and Florence, Ala., the shoals there extending for about 15 miles.

The difficulty of transportation makes an expensive difference in rates. During the present low water freight per barrel, for instance, is 70 cents, while with a good stage of water it is but 40 cents.

Different years show different states of trade; business is not uniform, and so the statistics are not available each year in the same form, or separately, except as set out in tables below, showing receipts and shipments by different river and rail routes, which are traceable through the tables down to 1887.

	1886.	1885.	1884.
Received by steam-boats and barges, ...tons...	570,205	479,065	520,350
Shipped by steam-boats and barges....do....	561,895	534,175	514,910
Total....	1,132,100	1,013,240	1,035,260
Received by rafts....tons...	200,785	217,860	240,330
Total....	1,332,885	1,230,100	1,275,590

Arrivals and departures of steam-boats and barges, 1887.

ARRIVALS.

1887.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	Total steamers.	Barges, coal boats and scows.	Tons of freight received.	Tons of lumber and logs by raft received.
January	1	5	.....	.....	.....	.....	6	7	5,865	.....
February	30	48	4	4	5	4	95	51	22,835	.....
March	76	94	32	15	4	8	229	119	80,675	.....
April	104	83	19	16	4	8	234	126	66,455	8,475
May	162	103	20	14	12	10	311	231	109,065	34,910
June	138	78	8	14	7	9	254	156	73,470	35,190
July	136	101	9	33	7	12	298	122	84,000	31,310
August	133	89	8	29	2	7	268	127	70,500	26,890
September	126	83	9	16	.....	8	242	109	49,280	35,930
October	122	82	9	9	.....	6	228	105	49,195	27,480
November	82	54	7	10	.....	5	158	80	28,170	12,980
December	6	23	1	1	2	5	38	39	13,370	.....
Total	1,106	843	126	161	43	82	2,361	1,272	652,880	213,165

Upper Mississippi, 213,165 tons by rafts.

DEPARTURES.

1887.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Tennessee.	Red and Ouachita.	Total steamers.	Tons shipped.
January	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	33	50	5	5	.....	4	2	92	60,980
March	75	89	29	17	3	8	.....	221	89,610
April	106	78	19	20	4	9	1	237	95,355
May	150	97	19	15	4	13	.....	298	89,535
June	127	86	8	20	1	11	.....	253	63,035
July	135	94	11	36	6	11	.....	293	71,870
August	131	91	5	24	1	10	.....	262	45,280
September	121	81	9	13	1	7	.....	232	33,330
October	120	98	9	11	.....	5	.....	243	48,790
November	73	57	5	10	.....	6	.....	151	19,560
December	5	29	1	.....	.....	3	1	39	19,715
Total	1,076	850	120	171	20	87	4	2,328	637,060

The commerce of Saint Louis, by river and by rail, during the years 1871 to 1887, is exhibited as follows:

Tons of freight received at and shipped from Saint Louis by river and rail from 1871 *to* 1887, *inclusive.*

Calendar year—	By river.	By rail.	Total.	Per cent.— By river.	Per cent.— By rail.
	Tons.	*Tons.*	*Tons.*		
1871	1,654,899	3,258,203	4,913,102	33.68	66.22
1872	1,669,201	4,043,028	5,712,229	29.22	70.78
1873	1,584,311	4,400,594	5,984,905	26.47	73.53
1874	1,440,090	4,395,769	5,835,859	24.68	75.32
1875	1,302,620	4,534,220	5,836,840	22.32	77.68
1876	1,288,980	5,091,170	6,380,150	20.20	79.80
1877	1,242,155	5,117,238	6,359,393	19.53	80.47
1878	1,329,375	5,665,866	6,995,241	19.00	81.00
1879	1,366,115	6,948,794	8,314,909	16.43	83.57
1880	1,931,385	8,852,204	10,783,589	17.91	82.09
1881	1,736,435	10,213,487	11,949,922	14.53	85.47
1882	1,571,985	10,649,782	12,221,767	12.86	87.14
1883	1,306,565	10,408,939	11,715,504	11.15	88.85
1884	1,035,260	10,052,206	11,087,466	9.36	90.64
1885	1,013,240	10,301,301	11,314,541	8.81	91.19
1886	1,132,100	10,728,110	11,860,210	9.55	90.45
1887	1,503,105	12,855,954	14,359,059	10.46	89.53

It appears from the foregoing table that during the year 1871 the tonnage moved by rail was twice as great as the tonnage by river, but that during the year 1882 the tonnage moved by rail was almost seven times as great as that by river. The river tonnage fell from about 34 per cent. of the total movement during the year 1871 to about 13 per cent. of the total movement during the year 1882. The rail tonnage, however, increased from 66 per cent. of the total movement in 1871 to 87 per cent. of the total movement in 1882.

The river tonnage increased from 1,654,899 tons in 1871 to 1,736,435 tons in 1881, but fell to 1,571,985 tons in 1882, a decrease from 1871 of 82,914 tons, or 5 per cent.; but the tonnage by rail increased from 3,258,203 tons in 1871 to 10,649,782 tons in 1882, an increase of 7,391,579 tons, or 226.9 per cent.

The total tonnage movement of the city increased from 4,913,102 tons in 1871 to 12,221,767 tons in 1882, showing an increase of nearly 150 per cent. So large an increase in the magnitude of the traffic of a great commercial city is a matter of great moment in so far as relates to the growth of the city itself, but in the present instance it assumes a higher interest, as an illustration of the development of the resources of the extensive section of the country of which Saint Louis is the chief commercial city.

Receipts by river in tons, 1885.

Months.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	By raft. Upper Mississippi.	By raft. Illinois.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January	140	4,450	.....	.....	900	1,500	.....	.....	6,990
February	410	1,125	.....	.....	100	100	.....	.....	1,795
March	10,190	15,115	2,300	930	16,745	800	720	27	47,070
April	11,540	12,990	42,685	1,795	17,565	.....	7,420	390	94,390
May	13,920	11,240	19,140	1,800	33,220	210	24,035	430	103,995
June	10,765	9,895	3,140	1,480	24,150	9	37,250	140	86,910
July	12,270	13,370	1,700	2,870	16,090	720	36,825	115	83,960
August	17,070	7,205	3,270	2,465	10,180	1,200	31,820	220	73,434
September	14,725	8,345	4,300	2,465	9,980	1,180	36,190	350	77,535
October	12,275	9,075	3,590	1,370	2,805	1,320	26,665	85	57,185
November	12,310	14,680	4,020	1,450	760	1,400	14,740	190	49,550
December	1,830	9,460	685	250	1,100	850	.....	.....	14,175
Total	117,445	116,950	84,830	16,875	133,595	9,370	215,665	2,195	696,925

Tons of freight shipped by river, 1885.

Months.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	Red and Ouachita.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
January	.....	18,885	.....	.....	.....	100	.....	18,985
February	165	15,335	.....	.....	.....	50	1,150	16,700
March	1,640	90,190	.....	820	5,250	325	1,000	99,225
April	6,200	50,485	75	600	2,900	1,355	1,000	62,615
May	5,715	38,980	30	2,375	2,980	940	700	51,720
June	9,745	27,195	190	1,000	1,625	775	.....	40,530
July	6,040	25,905	.....	930	605	1,615	.....	35,095
August	4,925	35,790	220	2,105	590	935	.....	44,565
September	5,175	26,195	170	2,095	850	960	.....	35,445
October	6,230	50,650	55	200	740	1,725	500	60,100
November	1,920	32,930	125	155	1,495	1,015	.....	37,640
December	540	30,310	.....	50	95	160	400	31,555
Total	48,295	442,850	865	10,330	17,130	9,955	4,750	534,175

RIVER TONNAGE BY MONTHS FOR 1886 AND 1887.

Receipts by river in tons, 1886.

Months.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	By raft.		Total tons.
							Upper Mississippi.	Missouri.	
January	340	3,490	10	220	5,000	30	.....	.....	9,090
February	50	12,065	.....	260	1,500	1,090	.....	.....	14,965
March	5,010	19,625	21,190	1,700	2,730	1,260	125	.....	51,640
April	10,595	19,095	36,795	4,455	21,675	2,025	5,500	60	100,200
May	13,935	16,830	10,810	4,315	26,520	1,240	28,120	.....	101,770
June	17,260	18,865	3,185	2,870	14,450	2,500	36,165	.....	95,295
July	22,705	37,450	5,540	7,985	25,545	1,780	28,060	.....	129,065
August	19,750	10,145	2,690	6,490	9,880	2,185	19,100	.....	70,240
September	20,560	10,495	2,260	1,910	8,390	2,740	28,280	.....	74,635
October	18,325	10,955	3,230	1,455	810	1,240	36,965	.....	72,980
November	12,350	12,350	2,300	960	310	1,710	18,410	.....	48,390
December	.....	2,245	.....	.....	75	400	.....	.....	2,720
Total	140,880	173,610	88,010	32,620	116,885	18,200	200,725	60	770,990

Tons of freight shipped by river, 1886.

Months.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	Red and Ouachita.	Total tons.
January	100	16,115	.....	.....	.....	40	.....	16,255
February	15	28,500	.....	.....	210	425	1,100	30,250
March	2,145	64,090	1,125	1,970	8,100	1,560	650	79,640
April	8,225	60,695	595	6,540	4,540	2,345	.....	82,940
May	6,835	52,520	635	3,770	3,000	2,835	1,245	70,840
June	8,100	36,270	720	3,385	910	3,595	.....	52,980
July	4,965	38,130	355	3,135	7,245	4,140	.....	57,970
August	3,745	30,870	870	3,220	815	3,330	.....	42,850
September	3,830	36,825	120	1,700	860	2,605	.....	45,940
October	5,365	34,070	445	225	315	2,530	.....	42,950
November	2,865	32,920	310	310	.....	1,520	.....	37,925
December	.....	940	.....	.....	65	150	200	1,355
Total	46,190	431,945	5,175	24,255	26,060	25,075	3,195	561,895

Receipts by river in tons, 1887.

Months.	Upper Mississippi.	Lower Mississippi.	Illinois.	Missouri.	Ohio.	Cumberland and Tennessee.	By raft, Upper Mississippi.	Total tons.
January	100	5,765	.....	.....	.....	.....	.....	5,865
February	1,170	13,000	3,600	195	3,075	1,745	.....	22,835
March	6,265	31,075	28,465	1,210	10,815	2,845	.....	80,675
April	13,365	23,625	17,695	1,975	7,015	2,780	8,475	74,930
May	15,270	31,920	15,505	2,995	40,235	3,140	34,910	143,975
June	13,885	25,065	2,560	2,080	26,420	3,460	35,190	108,660
July	21,880	40,740	3,045	7,620	8,265	2,450	31,310	115,310
August	23,235	27,940	1,855	7,285	8,600	1,585	26,890	97,390
September	15,275	18,395	2,090	2,430	8,825	2,265	35,930	85,210
October	13,565	22,170	2,395	1,140	8,420	1,505	27,480	76,675
November	7,395	17,655	1,150	770	.....	1,200	12,980	41,150
December	995	11,385	150	.....	.....	840	.....	13,370
Total	132,400	268,735	78,560	27,700	121,670	23,815	213,165	866,045
1886	140,880	173,610	88,010	32,620	116,885	18,200	200,785	770,990

Tons of freight shipped by river, 1887.

Months.	Lower Mississippi.	Upper Mississippi.	Illinois River.	Missouri River.	Ohio River.	Cumberland and Tennessee.	Red and Ouachita River.	Total tons.
January	.....	.....	.....	.....	.....	.....	.....	.....
February	57,280	370	.....	75	.....	1,235	2,020	60,980
March	77,135	1,470	2,970	1,070	5,180	1,785	.....	89,610
April	82,060	5,630	1,225	1,760	2,495	1,285	900	95,355
May	70,145	7,755	830	2,230	6,210	2,365	.....	89,535
June	47,675	6,880	220	2,405	3,200	2,655	.....	63,035
July	60,840	4,295	280	2,165	1,950	2,340	.....	71,870
August	37,005	2,760	.....	2,305	.....	3,210	.....	45,280
September	27,755	2,410	.....	2,210	.....	955	.....	33,330
October	44,110	2,265	1,360	220	.....	835	.....	48,790
November	15,220	2,335	240	140	.....	1,625	.....	19,560
December	18,840	.....	.....	.....	.....	425	450	19,715
Total	538,065	36,170	7,125	14,580	19,035	18,715	3,370	637,060

As shown by the report of Mr. George H. Morgan, secretary of the Merchant's Exchange last year, the business of the city, as indicated by the number of tons of freight moved, which included through business, shows an increase, comparing with the two previous years, as follows:

	1886.	1885.	1884.
Freight by rail and river:	*Tons.*	*Tons.*	*Tons.*
Received	7,681,225	7,243,233	6,961,137
Shipped	4,178,985	4,071,308	4,126,329
Total	11,860,210	11,314,541	11,087,466

The returns of the clearing-house for the year also show that the volume of business has increased the aggregate clearings being $3\frac{8}{10}$ per cent., or $51,664,637 in excess of the previous year.

Thus, notwithstanding the unfavorable conditions which hampered business, we have made progress, and the outlook for the future is promising.

With favorable transportation rates, removing all discriminations, and giving our city

proper recognition as a great commercial center, we may confidently expect to permanently hold a prominent place as a grain, provision, and cotton market, as well as a jobbing and manufacturing center.

Comparative business in leading articles at Saint Louis for 1884, 1885, 1886, *and* 1887.

Articles.	1884.	1885.	1886.	1887.
Flour, amount manufactured.....barrels...	1,960,737	1,841,529	1,807,956	1,985,717
Flour, amount handled .....do	4,757,079	3,410,118	3,198,383	3,633,194
Wheat, total receipts... .....bushels...	15,121,859	10,690,677	12,309,364	14,510,313
Corn, total receipts.....do.....	18,195,115	26,114,782	16,387,071	16,576,386
Oats, total receipts..... .....do.....	7,036,951	7,383,529	7,426,915	9,768,545
Rye, total receipts .....do.....	585,218	726,798	447,842	236,726
Barley, total receipts ....do.....	2,625,841	3,017,362	2,529,731	2,932,192
All grain received (including flour reduced to wheat).....bushels...	52,776,832	52,579,425	42,918,799	48,748,562
Cotton, receipts..... .....bales...	302,534	435,287	400,236	520,063
Hemp, receipts .. ..do.....	1,205	724	645	448
Bagging, manufactured .....yards...	6,000,000	7,500,000	16,000,000	15,000,000
Hay, receipts .....tons...	78,798	97,975	85,078	85,394
Tobacco, receipts .....hhds...	19,426	31,481	32,113	37,592
Lead, receipts in pigs 80 pounds.....pigs...	1,044,012	1,110,738	1,138,854	1,432,054
Hog products, total shipments .....pounds...	193,875,479	188,446,640	174,907,899	220,613,987
Cattle, receipts.....head.	450,717	386,320	377,550	464,828
Sheep, receipts ....do...	380,822	362,858	328,985	417,425
Hogs, receipts .....do.....	1,474,475	1,455,535	1,264,471	1,052,240
Horses and mules, receipts ....do.....	41,870	39,385	42,032	57,048
Lumber and logs, receipts .....feet...	465,827,539	443,959,648	537,806,484	675,144,047
Shingles, receipts.....pieces ..	74,570,533	77,126,387	55,136,000	77,288,735
Lath, receipts..... .....do	41,287,829	52,099,567	37,254,600	43,334,705
Wool, total receipts.....pounds...	12,391,806	21,193,031	18,563,614	17,347,186
Hides, total receipts ....do.....	16,305,415	20,864,833	19,978,698	26,175,972
Sugar, received.....do.....	118,203,132	105,294,292	115,806,240	105,670,926
Molasses, shipped .....gallons...	2,341,890	1,911,970	1,301,100	1,952,265
Coffee, received .....bags...	270,229	272,119	240,685	184,312
Rice, receipts .....packages...	49,364	63,697	72,079	79,604
Coal, receipts.....bushels...	52,349,600	53,387,064	61,258,525	66,524,925
Nails, receipts.....kegs...	722,835	726,455	908,817	706,472
Potatoes, receipts.....bushels...	1,176,846	1,021,108	812,950	1,301,636
Salt, receipts.....barrels...	436,440	387,737	400,358	394,676
Do .....sacks...	58,237	46,331	51.992	32,060
Do .....bushels in bulk...	496,800	548,700	247,160	320,490
Butter .....pounds...	8,747,064	9,739,391	8,605,230	9,234,043

CLEARING-HOUSE STATEMENT.

Business for the year 1887 *compared with* 1886.

Months.	Clearings.		Balances.	
	1887.	1886.	1887.	1886.
January	$71,441,522	$65,215,966	$10,568,588	$13,027,351
February	64,016,573	56,865,185	10,139,216	10,911,552
March	75,820,934	62,407,170	11,535,944	11,033,949
April.....	73,773,478	63,523,300	12,[illegible]79,419	13,692,166
May	79,768,575	70,801,052	16,465,097	15,908,579
June.....	75,821,594	62,760,710	14,448,760	9,685,632
July	74,227,069	74,369,918	11,317,920	15,143,111
August	77,007,133	70,449,412	13,603,322	15,609,086
September.....	74,537,207	71,543,696	11,166,807	14,422,578
October	74,855,029	69,822,165	7,893,779	10,694,509
November.....	72,757,656	68,375,951	7,736,383	8,664,247
December	80,500,961	74,660,537	11,504,487	11,176,143
Aggregates	894,527,731	810,795,062	138,859,722	149,968,903

Increase of clearings in 1887:
Clearings, 10.3 per cent..... $83,732,669

The clearings of 1887 are the largest of any year since the operations of the clearing house.

THE RIVERS.

The city of Saint Louis is situated on the Mississippi River, 809 miles south of the Falls of Saint Anthony, Minnesota, and 1,242 miles north of the city of New Orleans, and 1,342 miles from the jetties at the mouth of the river.

The Missouri River enters the Mississippi 21 miles above Saint Louis, and the Illinois River joins the Mississippi 24 miles above the mouth of the Missouri. Saint Louis is, therefore, located practically at the confluence of the Mississippi, Missouri, and Illinois rivers.

The transportation interests of the great river are practically divided into two parts, known as the Upper Mississippi and Lower Mississippi. Saint Louis is, and always will be, the dividing line, where the commerce of the upper river terminates and the commerce of the lower river originates.

The river commerce of the Mississippi Valley has undergone many changes in the past twenty years. A casual observer, looking at the river front of this city, and contrasting the evidences of business with those of earlier years, might be inclined to think that river traffic was a thing of the past and the glory of the Mississippi steamer had entirely departed.

But it must be remembered that the methods of doing business have also undergone a great change.

In the early days, before the era of elevators, river warehouses, and wharf-boats, all the freight coming by river was carried from the boat to the levee and piled upon the bank, and it was not an uncommon thing to see the Saint Louis levee completely covered with all kinds of freight from one end to the other, and forty, fifty, or more steam-boats at the landings. But now the expenses of handling freight are minimized; grain delivered at the elevators; flour, provisions, and many other articles at the warehouses on the river banks; lumber direct at the yards on the river front in the northern portion of the city, and miscellaneous freight on the wharf-boats.

Again, it must be remembered that the whole length of the river front from the extreme northern city limits, which is about a mile above the grand chain, to the river Des Peres—the southern city limits—is 19 miles. Of this front the central portion, from Chouteau avenue to Biddle street, twenty-four blocks; from Chambers street to Dock street, ten blocks, and from Angelica to Ferry street, three blocks, is improved and paved, making thirty-seven blocks or 2.3 miles of river front suitable for the handling of freight. The unimproved portion is also used in the handling of lumber and logs and other non-perishable freight.

When this is contrasted with the limited space, say some ten blocks of frontage, on which all the river traffic was handled in the early days, it will be better understood why the levee does not present the seeming activity of former days.

The character of river craft has undergone a great change. Steamers are now of greater capacity, and tow-boats propelling large barges, carrying sometimes in one tow 10,000 tons of freight, do a large portion of the business.

These boats and barges, owing to the improvement of the channel by the General Government, are enabled to load to a depth of 10 feet, except in seasons of extreme low water.

Formerly the river between Saint Louis and Cairo offered the greatest obstructions to navigation southward, on account of Horse-Tail and Twin-Hollow Bars, the former 5 miles and the latter 19 miles below Saint Louis. Since the improvement of these bars the channel out to Cairo has averaged 10 to 20 feet, except as before stated, in extreme low water, enabling the Southern packets and the barge line to load to their full capacity. During the latter part of the past season, when the stage of water was unusually low, the water on these bars was 3 to 4 feet deeper than at some other points, and had these improvements not been made these bars would have virtually made navigation southward impossible.

The character of the freight transported by water has also changed materially. Up to about the year 1860 the business of the Mississippi Valley was almost exclusively carried on the great rivers, for the reason that the rivers afforded the only means of transportation. But with the advent of railroads reaching westward to and across the Mississippi River, a portion of the traffic was necessarily diverted to east and west lines. In the same way the trade of the South was diverted to a considerable extent to rail lines reaching direct to the interior cities, and affording quick shipment for general merchandise. The cheaper and more bulky freights, that are moved in large quantities and can not bear the increased cost of rail transportation, still seek, whenever practicable, the water routes. Passenger traffic naturally sought the more rapid means of conveyance, leaving to the rivers only the pleasure travel southward in winter and northward in summer.

But with the diversion from the water route of what may be called the distributing trade of the lower river, came the through foreign grain movement, via New Orleans and the jetties.

The opening of the mouth of the Mississippi River by Capt. James B. Eads, of Saint Louis, gave to the Mississippi Valley an outlet for its surplus products to the markets of the world, and made good to the commerce of the lower river the loss it had sustained by the diversion to rail lines of the local or distributing trade.

Saint Louis is the dividing line where the commerce of the upper river terminates and that of the lower river originates. In the lower trade there are two distinct classes of commerce, namely, the coast or distributing trade and the through grain trade. The former has largely declined, but the loss has been made good by the through foreign movement of cereals via New Orleans and the jetties. The construction of the jetties gave to the Ohio, Mississippi, and Missouri valleys an outlet for their surplus products to the markets of the world.

The trade of Saint Louis with the Lower Mississippi country is well served by two regular lines, running to New Orleans and intermediate points.

The Saint Louis and New Orleans Anchor Line consists of the following large and commodious steamers:

Steamer.	Running to—	Steamer.	Running to—
City of New Orleans	New Orleans	*City of Vicksburg*	Vicksburg.
City of Saint Louis	Do.	*City of Providence*	Do.
City of Natchez	Do.	*Arkansas City*	Do.
City of Baton Rouge	Do.	*Belle of Memphis*	Do.
Annie P. Silver	Do.	*Will S. Hays*	Do.
City of Cairo	Vicksburg.	*E. C. Elliott*	Grand Tower.

The Saint Louis and Mississippi Valley Transportation Company, commonly known as the Barge Line, running to New Orleans, is composed of the following powerful towboats:

Jay Gould, Future City, Sidney Dillon, R. S. Hays, Port Eads, Henry Lowrey, Oakland, John Gilmore, My Choice, E. M. Norton, and John Dippold, and ninety model barges with the combined capacity of 118,000 tons, capable of moving monthly to New Orleans 2,500,000 bushels of grain or 90,000 tons of miscellaneous freight.

In addition, there are a number of independent boats running in the lower river trade which make occasional trips to Saint Louis, among which may be mentioned the *A. J. Baker, S. C. Baker, Helena, Chas. P. Chouteau, Chas. Bowen No. 2, General Lysle, M. M. Michael, Pearl, Nick Sauer, D. C. Fogel, Minnetonka, La Mascotte*, and *Clyde*. In the Red River trade the *D. R. Powell* has made weekly trips during the past season.

The Ohio and Tennessee River trade is represented by the following steamers and towboats plying regularly between Saint Louis and the points named:

Name of boat.	Name of packet companies.	Running to—
Iron Sides	Gray's Iron Line	Pittsburgh and Wheeling.
Iron Duke	do	Do.
Alice Brown	Brown's Line	Do.
Harry Brown	do	Do.
Jos. Walton	do	Do.
Coal City	do	Do.
H. F. Frisbie	Tow Boats	Do.
Shiveley	do	Do.
Chas. Clark	do	Do.
Silas P. Coe	do	Do.
Edith	do	Do.
Hudson	Saint Louis, Ohio and Tennessee River Packet Company.	Evansville.
W. F. Nisbet	Evansville, Paducah and Tennessee Company.	Cumberland and Tennessee River.
John Gilbert	do	Do.
City of Florence	Saint Louis and Tennessee River Packet Company.	Do.
H. A. Tyler		Do.

As significant of the demands of Southern trade the following tables are p ertinent:

FOR 1885.

Articles.	Receipts.	Shipments.	Articles.	Receipts.	Shipments.
Apples.....barrels...	4,482	6,587	Oats.....sacks...	830	331,618
Ale and beer...packages...	.....	18,478	Oats in bulk..... bushels...	.....	401,787
Bagging.....pieces...	.....	55,097	Oil.....barrels...	7,214	.....
Barley .....sacks ..	1,004	268	Onions.....packages....	1,097	4,998
Butter..... pounds...	16,009	138,769	Oranges and lemons,		
Boots and shoes.....cases...	3,523	.....	packages.....	205	.....
Bran ....sacks...	2,365	103,594	Pig iron.....tons....	253	.....
Cattle.....head...	5,616	394	Peltries .....packages...	818	.....
Castor beans.....sacks...	468	.....	Barreled pork...barrels...	.....	44,819
Cement.....barrels...	1,538	.....	Hams..... pounds...	.....	1,280,444
Coffee .....sacks...	332	.....	Meats.....do.....	.....	20,817,934
Cooperage..... packages...	16,608	.....	Potatoes.....packages....	10,177	15,813
Corn..... sacks...	7,958	273,370	Rye.....sacks....	295	1,499
Corn in bulk.....bushels....	....	6,992,723	Rye in bulk.....bushels...	.....	36,093
Corn-meal.....barrels...	.....	300,548	Rice ....packages...	11,153	.....
Cotton.....bales...	3,838	.....	Rosin.....barrels...	1,951	.....
Cotton-seed .....tons...	6,442	.....	Salt.....sacks...	26,660	.....
Dried fruit.....packages...	3,978	.....	Salt.....barrels...	204	.....
Eggs.....do.....	12,554	106	Seeds.....packages...	1,694	.....
Fish.....do.....	548	.....	Sheep.....head...	3,723	77
Flour.....barrels...	25,504	519,347	Sugar.....hogsheads...	4,259	.....
Whisky ....do.....	.....	4,770	Sugar.....barrels...	26,472	.....
Hay..... .....tons...	15	9,964	Shingles.....M...	3,273	.....
Horses and mules..head...	312	1,643	Tallow.....pounds...	115,040	.....
Hides..... pounds...	710,819	.....	Tar and pitch...barrels...	219	.....
Hogs.....head...	6,458	256	Tobacco.. .....hogsheads..	17	91
Hominy and grits...bbls...	.....	9,426	Tobacco, manufactured,		
Iron and steel.....tons...	1,559	.....	packages.....	383	29,549
Ice.....do ...	.....	5,400	Tin..... boxes...	2,744	.....
Jute..... .....bales...	8,526	.....	Wheat.....sacks...	171,575	1,565
Lard .... pounds...	11,570	9,473,697	Wheat in bulk..bushels...	.....	50,000
Lumber.....M feet...	7,638	.....	Wines.....barrels...	394	.....
Malt.....sacks...	.....	43,473	Wines.....boxes...	2,172	.....
Molasses .....barrels....	4,852	.....	Wool.....pounds...	186,106	.....
Molasses ..... kegs...	11	.....	White lead.....do.....	.....	2,377,825

FOR 1886.

Articles.	Receipts.	Shipments.	Articles.	Receipts.	Shipments.
Ale and beer...packages...	.....	191,299	Iron and steel.. .....tons...	81,947	.....
Beef..barrels and tierces...	908	1,691	Leather .....rolls...	49,894	.....
Boots and shoes.....cases...	302,445	.....	Malt.....sacks...	3,947	153,271
Canned beef.....pounds...	.....	286,422	Nails.....kegs...	908,817	583,628
Buckwheat.....sacks...	1,274	.....	Oils.....barrels...	139,814	.....
Buckwheat flour..barrels..	2,906	.....	Oils .....tanks...	5,058	.....
Cordage and rope...coils...	132,578	.....	Oranges and lemons,		
Cement.....barrels...	294,308	.....	boxes	103,812	.....
Cooperage:			Ore, iron .....tons...	164,199	263,574
Flour barrels	202	.....	Ore, zinc .....do.....	32,425	12,050
Pork barrels	6,229	.....	Pig iron .....do.....	154,719	50,771
Whiskey barrels.....	7,254	.....	Rosin.....barrels...	33,742	.....
Lard tierces	31,753	.....	Railroad iron..... tons...	193,069	.....
Lard kegs	605	.....	Staves ....cars...	5,095	.....
Meat casks	22	.....	Staves .....M...	460	.....
Candles.....boxes...	.....	75,417	Soap..... .....boxes...	.....	345,303
Cranberries .....barrels...	5,728	.....	Tar and pitch...barrels...	5,096	.....
Fish .....packages...	81,612	.....	Turpentine.....do.....	18,912	.....
Fertilizer .....tons...	.....	18,114	Tin.....boxes...	110,977	.....
Hops .....bales...	8,834	.....	Zinc and spelter...slabs..	.....	595,481

FOR 1887.

Articles.	Receipts.	Shipments.	Articles.	Receipts.	Shipments.
Ale and beer...packages...	.....	2,340,650	Leather.....rolls...	57,778	.....
Beef.....bbls. and tcs...	3,140	2,101	Malt.....sacks...	11,986	114,495
Boots and shoes ...cases...	362,446	.....	Nails.....kegs...	706,472	541,413
Canned beef.....lbs...	.....	545,082	Oils.....barrels..	152,167	.....
Buckwheat.....sacks...	368	.....	Oils.....tanks...	6,615	.....
Buckwheat flour.. ..bbls...	1,043	.....	Oranges and lemons, boxes	142,276	.....
Cordage and rope...coils...	141,693	.....	Ore, iron.....tons...	180,878	719,877
Cement.....barrels...	366,106	.....	Ore, zinc.....do.....	45,904	19,038
Cooperage:			Pig-iron.....do.....	178,760	50,489
Pork barrels.....	7,244	.....	Rosin.....barrels...	45,231	.....
Whisky barrels	3,074	.....	Railroad iron.....tons...	138,312	.....
Lard tierces	16,076	.....	Staves.....cars...	4,984	.....
Lard kegs	400	.....	Staves.....M...	428	.....
Candles. .....boxes...	.....	84,039	Soap.....boxes...	.....	287,018
Cranberries.....barrels...	1,299	.....	Tar and pitch ...barrels...	8,675	.....
Fish.... .....packgaes...	114,390	.....	Turpentine .....do.....	14,182	.....
Fertilizer .....tons...	.....	13,744	Tin .....boxes...	96,450	.....
Hops ....bales...	6,607	.....	Zinc and spelter...slabs...	.....	708,326
Iron and steel.....tons...	153,479	.....			

SHIPMENTS AND RIVER CONDITIONS.

During the years 1886 and 1887 the amount of freight in tons received at and shipped from Saint Louis by the rivers by boats and barges, not including receipts by rafts, was as follows:

	1887.		1886.	
	Received.	Shipped.	Received.	Shipped.
Upper Mississippi River	132,400	36,070	140,880	46,190
Lower Mississippi River	268,735	538,065	173,610	431,945
Illinois River	78,560	7,125	88,010	5,175
Missouri River	27,700	14,580	32,620	24,255
Ohio River	171,670	19,050	116,885	26,060
Cumberland and Tennessee Rivers	23,815	18,715	18,200	25,075
Red and Ouachita Rivers	.....	3,370	.....	3,195
Total tons	652,880	637,060	570,205	561,895
Total tons, 1885	.....	.....	479,065	534,175
Total tons, 1884	.....	.....	520,350	514,910

While the railroads have absorbed to a great extent the carrying trade of the country, it is an admitted fact that the great lakes and the Mississippi River and its tributaries exert a powerful influence as arbiters of freight rates. It is, therefore, the duty of the great cities on the lines of water communication to sustain the water routes by all legitimate means, as one of the agencies whereby cheap freights can be obtained for the moving of the products of the country, for the cost is lessened not only on the amount carried by the water ways, but also on the proportion carried on competing lines of railroad.

During the winter of 1885–'86 the Mississippi River at Saint Louis was closed by ice for fifty-five days, viz, from December 10 to 23 and from January 7 to February 16. On the latter date navigation southward was resumed. From the north the Alton packet resumed her trips on February 26, and on March 1 the *General Meade* arrived from the Missouri River, and on March 4 the *Calhoun* came in from Naples, on the Illinois River. The first arrival from Keokuk was the *White Eagle*, on March 21, and from above the rapids the *Libbie Conger* from Dubuque on April 1, when navigation on all the routes was resumed for the season.

The upper river boats ceased their trips, as usual, on November 15, and all up-river navigation was practically closed by the end of the month. On December 1 the river closed opposite the city, but opened again from the 10th to the 24th, and then closed and so remained to the end of the year.

There were a few days in December during which the river was open to Cairo, but as only 4 feet of water was reported near Grand Tower, and the danger of the river being soon again closed by ice was imminent, the steam-boat and barge lines did not attempt to resume business, and navigation was practically closed during the whole month.

The stage of the river was unusually low, there being no June rise, and from June 1 to December 31 was lower than perhaps ever before during the same months. The ben-

efits of the work done by the Government, under the direction of Maj. O. H. Ernst, in improving the river, was practically demonstrated during the year, as pilots reported 3 to 4 feet more water at points where the work had been carried on than at other points.

The stage of the river out to Cairo, as reported by Capt. James Good, superintendent of the Saint Louis and Mississippi Valley Transportation Company, was as follows:

Stage of water out to Cairo during 1886.

	Feet.		Feet.
January 1 to 10	10	July 1 to 20	8
January 10 to 31	(*)	July 20 to 31	6
February 1 to 15	(*)	August 1 to 31	6
February 15 to 28	10	September 1 to 15	5½
March 1 to 20	20	September 15 to 30	6
March 20 to 31	14	October 1 to 31	6
April 1 to 31	18	November 1 to 20	6
May 1 to 15	18	November 20 to 30	5½
May 15 to 20	12	December 1 to 10	(*)
May 20 to 31	10	December 10 to 24	6
June 1 to 31	8	December 24 to 31	(*)

* Closed by ice.

Stage of water out to Cairo during 1887.

	Feet.		Feet.
January 20 to 31	6½	June 20 to 30	10
February 1 to 10	8	July 1 to 15	9
February 10 to 20	12	July 15 to 31	8
February 20 to 28	15	August 1 to 15	7
March 5 to 10	10	August 15 to 31	6½
March 10 to 20	15	September 1 to 30	6
March 20 to 31	12	October 1 to 15	6
April 1 to 10	10	October 15 to 31	5½
April 15 to 30	12	November 1 to 15	5
May 1 to 15	12	November 15 to 30	5
May 15 to 20	10	November 10 to December 5	(*)
May 20 to 31	8½	December 1 to 10	6
June 1 to 15	10	December 10 to 20	4½
June 15 to 20	13		

* Navigation suspended by smoke.

For the past twenty seasons navigation southward has been suspended on account of ice as follows:

	Days.
1865–'66, from December 15 to January 12	27
1866–'67, from December 26 to February 3	38
1867–'68, from January 8 to February 18	40
1868–'69, open all winter.	
1869–'70, from December 21 to 28	7
1870–'71, from December 21 to January 23	32
1871–'72, from December 1 to 18 and from January 30 to February 24	42
1872–'73, from November 29 to January 20	51
1873–'74, open all winter.	
1874–'75, from December 30 to February 27	58
1875–'76, open all winter.	
1876–'77, from December 8 to February 5	58
1877–'78, open all winter.	
1878–'79, from December 16 to January 29, and February 14 to 17	46
1879–'80, from December 17 to 31, inclusive	15
1880–'81, from November 18 to December 5 and from December 7 to 14 and from December 24 to February 18	78
1881–'82, open all winter.	
1882–'83, from December 7 to 23 and from January 1 to February 13	29
1883–'84, from December 18 to February 5	48
1884–'85, from December 19 to 30 and 35 days in January and February	47
1885–'86, from December 10 to 23 and from January 7 to February 16	55
1886–'87, from December 1 to 14 and from December 24 to January 27	49
1887–'88, from December 19 to January 31	43

The river tonnage of the year shows an increase, which, considering the low stage of water that prevailed, is very gratifying, and compares with other years as follows:

	1887.	1886.	1885.	1884.	1883.	1882.
By steamboats and barges:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Received	652,880	570,205	479,065	520,350	629,225	802,080
Shipped	637,060	561,895	534,175	514,910	677,340	769,905
Total	1,289,940	1,132,100	1,013,240	1,035,260	1,306,565	1,571,985
Received by rafts	213,165	200,785	253,860	240,330	231,285	271,490
Total	1,503,105	1,332,885	1,267,100	1,275,590	1,537,850	1,843,475

The record of the highest water noted at the Saint Louis signal station since its establishment is as follows:

Date.	Highest.	Date.	Highest.
	Ft. in.		*Ft. in.*
June 12, 13, 14, 1872	23 0	July 10, 11, 12, 1880	25 4
April 11, 1873	25 5	May 5, 1881	33 7
April 24, 1874	18 11	July 5, 1882	32 4
August 3, 1875	29 11	June 25, 1883	34 8
May 10, 11, 1876	32 5	April 9, 1884	28 2
June 14, 1877	26 6	June 17, 1885	27 0
June 15, 1878	25 8	May 13, 1886	27 0
July 3, 1879	21 2	April 3, 1887	20 5

Highest and lowest stages of water in the Mississippi River at Saint Louis, Mo., for each month of the year 1886.

Date.	Highest.	Date.	Lowest.
	Feet.		*Feet.*
January 31	17.3	January 12	8.4
February 13	23.1	February 22	13.9
March 30	23.2	March 15, 17, 18	14.9
April 21	23.7	April 15, 16	20.8
May 13	27.0	May 31	18.0
June 28	20.6	June 8, 9	15.0
July 1	16.7	July 31	8.3
August 18	9.3	August 31	6.3
September 29, 30	7.4	September 2, 3	5.9
October 30, 31	7.6	October 17, 20	6.4
November 1, 2	7.6	November 30	4.1
December 9	7.9	December 4, 5	0.0

Highest and lowest stages of water in the Mississippi River at Saint Louis, Mo., for each month of the year 1887.

Month.	Highest.	Month (above zero of gauge).	Lowest.
	Feet.		*Feet.*
January 26	11.0	January 31	6.8
February 15	17.8	February 6	5.0
March 19, 31	20.0	March 4	13.0
April 3	20.5	April 17	12.9
May 7	18.4	May 26	14.6
June 18	18.0	June 5	11.7
July 5, 6	16.9	July 31	10.1
August 1	9.8	August 30, 31	7.1
September 19	11.6	September 5, 6, 7	6.7
October 1	8.5	October 27, 30, 31	5.7
November 1	5.6	November 30	4.4
December 9	7.5	December 26, 27	0.8

	Feet.
Mean stage of water during year	11.0
Highest stage of water during year (April 3)	20.5
Lowest stage of water during year (December 26 and 27)	0.8
Absolute range	19.7
Greatest monthly range (January)	12.8
Least monthly range (October)	1.2
Mean monthly range	5.5

NOTE.—Zero point of gauge is "low-water" mark of December 21, 1863.

Arrivals and departures for twenty-two years.

Years.	Arrivals.				Departures.	
	Boats.	Barges.	Tons of freight received.	Tons of lumber and logs by raft received.	Boats.	Tons of freight shipped.
1887	2,361	1,272	652,880	213,165	2,328	637,060
1886	2,087	1,269	570,205	200,785	2,102	561,895
1885	1,878	1,030	479,065	217,860	1,828	534,175
1884	2,048	999	520,350	240,330	2,018	514,910
1883	2,240	1,185	629,225	231,285	2,140	677,340
1882	2,537	1,310	802,080	271,490	2,487	769,905
1881	2,426	1,525	852,410	356,020	2,340	884,025
1880	2,871	1,821	893,860	198,315	2,866	1,038,350
1879	2,360	1,471	688,960	.....	2,392	676,445
1878	2,322	1,291	714,700	.....	2,348	614,675
1877	2,150	660	644,485	.....	2,156	597,676
1876	2,122	683	688,755	.....	2,118	600,225
1875	2,201	743	663,525	.....	2,223	639,095
1874	2,332	951	732,765	.....	2,364	707,325
1873	2,316	1,020	810,055	.....	2,303	783,256
1872	2,346	1,485	863,919	.....	2,322	805,282
1871	2,574	1,165	883,401	.....	2,604	770.498
1870	2,796	1,195	.....	.....	2,782	.....
1869	2,789	1,240	.....	.....	2,786	.....
1868	2,338	1,133	.....	.....	2,579	.....
1867	2,478	947	.....	.....	2,588	.....
1866	2,972	1,142	.....	.....	3,096	.....

Shipments by New Orleans boats for 1887, *and comparative for eight years.*

Year.	Apples.	Ale and beer.	Bagging.	Barley.	Butter.	Bran.	Cattle.	Corn.		Cornmeal.
	Barrels.	*Packages.*	*Pieces.*	*Sacks.*	*Pounds.*	*Sacks.*	*Head.*	*Sacks.*	*Bushels.*	*Barrels.*
1887	462	1,729	36,277	45	12,163	70,659	28	163,099	6,783,634	156,658
1886	1,199	3,966	41,218	81	17,708	67,289	92	134,324	6,921,224	141,337
1885	1,883	4,383	15,213	.....	19,672	66,763	73	152,576	6,992,723	179,328
1884	3,327	7,443	19,718	282	24,873	97,920	63	181,617	4,279,645	191,459
1883	2,842	39,378	14,089	156	40,129	71,137	212	101,272	8,137,262	143,869
1882	4,633	35,802	20,003	425	58,780	94,111	120	205,184	2,529,712	218,461
1881	2,462	21,662	24,901	1,292	61,186	98,945	171	251,883	8,062,331	201,594
1880	6,644	25,211	15,756	308	97,563	70,956	201	323,927	9,528,538	213,714

Year.	Cotton.	Eggs.	Flour.	Hay.	Horses and mules.	Hogs.	Hominy and grits.	Malt.	Oats.	
	Bales.	*Packages.*	*Barrels.*	*Tons.*	*Head.*	*Head.*	*Barrels.*	*Sacks.*	*Sacks.*	*Bushels.*
1887	38	.....	342,078	2,641	395	96	9,878	20,489	243,345	217,722
1886	1,000	254	359,977	6,321	386	138	18,241	43,398	190,989	598,755
1885	.....	.....	322,003	8,139	368	155	8,322	42,483	261,084	401,787
1884	23	6	398,819	7,435	354	10	7,928	34,536	274,765	487,221
1883	327	.....	337,170	7,548	761	90	10,559	31,551	313,629	389,826
1882	973	168	422,395	9,184	1,681	39	.....	25,308	302,902	150,326
1881	3,236	128	399,295	11,539	913	74	.....	25,974	355,056	163,019
1880	6,706	107	349,232	107,498*	2,141	341	.....	23,800	289,178	.....

Year.	Onions.	Pork product.				Potatoes.	Rye.		Sheep.
		Pork.	Hams.	Meats.	Lard.				
	Packages.	*Barrels*	*Pounds.*	*Pounds.*	*Pounds.*	*Packages.*	*Sacks.*	*Bushels.*	*Head.*
1887	260	7,816	166,210	2,538,026	6,092,826	1,045	150	.....	.....
1886	490	16,051	239,953	3,931,220	5,836,277	1,702	117	.....	.....
1885	1,096	24,202	273,432	4,266,891	7,220,384	2,473	110	36,093	.....
1884	5,436	20,683	282,970	5,273,643	7,587,631	9,002	268	344,864	.....
1883	1,639	29,723	378,009	7,897,643	7,392,955	3,138	80	205,430	.....
1882	2,544	36,305	471,567	9,534,030	6,996,150	5,599	292	15,994	.....
1881	1,112	39,649	848,236	13,309,090	458,096	4,666	632	22,423	.....
1880	1,849	46,262	1,311,464	17,813,865	8,242,913	5,578	2,440	45,000	241

Shipments by New Orleans boats for 1887, *etc.*—Continued.

Year.	Ice.	Tallow.	Tobacco.		Wheat.		Whisky.	White lead.	Sundries.	Tons.
	Tons.	*Pounds.*	*Hhds.*	*Pkgs.*	*Sacks.*	*Bushels.*	*Barrels.*	*Pounds.*	*Packages.*	
1887	5,300	.....	.....	3,642	594	3,815,824	1,357	1,405,049	161,578	425,835
1886	.....	.....	.....	5,374	2,542	659,086	1,593	1,276,034	201,291	342,835
1885	11,000	.....	86	5,106	.....	50,000	1,616	1,782,322	202,460	345,310
1884	5,400	.....	45	10,257	.....	1,318,688	2,901	1,693,304	208,200	335,545
1883	.....	50,000	.....	8,262	42	1,276,673	3,473	1,777,877	312,183	422,095
1882	.....	.....	10	8,441	.....	5,637,391	4,636	1,990,328	373,106	424,260
1881	.....	1,283	1,463	7,142	108,746	3,738,549	4,389	1,320,103	436,567	544,435
1880	.....	664,351	18	14,183	14,640	5,735,679	6,439	†597,498	359,700	627,265

* Bales. † Packages.

Shipments by Memphis and Vicksburg boats for 1887, *and comparative for eight years.*

Year.	Apples.	Ale and beer.	Bagging.	Barley.	Butter.	Bran.	Cattle.	Corn.	
	Barrels.	*Packages.*	*Pieces.*	*Sacks.*	*Pounds.*	*Sacks.*	*Head.*	*Sacks.*	*Bushels.*
1887	2,622	17,145	95,361	65	126,754	27,441	335	133,648	.....
1886	5,280	12,459	18,696	247	103,402	45,805	35	89,993	.....
1885	4,704	14,095	39,884	268	119,097	36,831	321	107,308	.....
1884	10,707	22,609	25,045	262	93,412	32,735	224	88,188	.....
1883	9,932	23,116	56,390	268	144,850	33,943	219	71,237	.....
1882	8,403	35,306	77,984	319	187,262	49,341	256	351,093	42,259
1881	7,929	32,039	56,618	301	282,704	44,777	173	214,846	.....
1880	13,099	39,045	69,995	685	250,296	39,719	133	255,724	.....

Year.	Corn meal.	Cotton.	Eggs.	Flour.	Hay.	Hominy and grits.	Horses and mules.	Hogs.	Malt.
	Barrels.	*Bales.*	*Packages.*	*Barrels.*	*Tons.*	*Pounds.*	*Head.*	*Head.*	*Sacks.*
1887	119,442	.....	53	201,762	1,929	1,769	1,585	22	657
1886	110,792	.....	784	183,165	1,983	1,401	1,360	54	1,748
1885	121,220	.....	106	186,846	1,825	1,104	1,275	101	990
1884	114,597	2	283	219,690	2,720	834	1,379	247	1,214
1883	104,607	.....	257	209,236	2,389	783	1,516	440	709
1882	225,114	.....	271	294,296	4,607	.....	1,986	235	65
1881	230,273	.....	476	261,623	3,802	.....	1,603	291	3,877
1880	236,813	39	1,432	289,281	*34,733	.....	3,921	875	4,441

Year.	Oats.	Onions.	Pork product.				Potatoes.	Rye.	Sheep.
			Pork.	Hams.	Meats.	Lard.			
	Sacks.	*Packages.*	*Barrels.*	*Pounds.*	*Pounds.*	*Pounds.*	*Packages.*	*Sacks.*	*Head.*
1887	81,835	3,640	8,537	933,395	9,456,359	2,636,325	11,976	197	.....
1886	34,305	3,501	12,267	709,967	10,478,577	1,827,460	13,193	887	.....
1885	64,888	3,902	19,507	995,354	15,593,443	2,253,313	13,340	1,389	77
1884	50,893	7,649	22,949	838,753	11,189,152	2,673,992	21,165	1,349	198
1883	67,884	5,170	30,255	1,167,917	11,932,414	2,237,419	11,652	2,025	254
1882	120,310	8,092	44,798	1,259,841	18,499,659	3,613,257	25,527	1,573	228
1881	82,337	5,064	25,158	1,265,420	16,298,250	4,622,032	19,091	4,359	159
1880	99,794	6,352	27,312	2,396,955	17,761,725	4,956,981	15,256	1,225	784

Year.	Ice.	Tallow.	Tobacco.		Wheat.	Whisky.	White lead.	Sundries.	Tons.
	Tons.	*Pounds.*	*Hogsheads.*	*Packages.*	*Sacks.*	*Barrels.*	*Pounds.*	*Packages.*	
1887	5,200	.....	2	17,880	529	2,796	581,453	754,055	110,230
1886	4,500	.....	4	26,742	412	2,337	550,960	475,053	89,110
1885	7,900	.....	5	24,443	1,565	3,154	595,503	512,326	97,540
1884	12,570	.....	6	25,829	1,081	3,990	801,534	618,743	103,705
1883	.....	.....	21	26,902	1,334	4,666	643,029	719,963	113,235
1882	.....	1,600	43	27,094	386	6,682	667,849	829,782	185,945
1881	.....	1,100	45	19,975	3,946	6,262	671,312	908,271	185,750
1880	.....	4,270	6	23,677	3,585	7,664	508,147	994,406	186,640

* Bales. † Packages.

Shipment by Ohio River boats for the year 1887 *and comparative for five years.*

Years.	Apples.	Ale, beer.	Bagging.	Barley.	Butter.	Bran.	Cattle.	Corn.		Corn meal.	Cotton.	Flour.
	Bbls.	*Pkgs.*	*Pieces.*	*Sacks.*	*Lbs.*	*Sacks.*	*Head.*	*Sacks.*	*Bush.*	*Bbls.*	*Bales.*	*Bbls.*
1887	10	51	.....	.....	.....	.....	1	2,339	203,000	.....	.....	75
1886	188	1,278	25	12	40	710	10	520	203,350	129	.....	3,409
1885	654	1,986	125	.....	225	256	12	1,475	188,514	29	.....	6,405
1884	1,550	2,117	24	.....	20	199	7	550	.....	120	.....	7,838
1883	531	1,136	221	435	110	400	.....	1,097	.....	20	.....	3,417

Years.	Hay.	Horses, mules.	Iron ore.	Pork.	Pork products.			Malt.	Oats.	Pig-iron.	Onions.
					Hams.	Meats.	Lard.				
	Tons.	*Head.*	*Tons.*	*Bbls.*	*Lbs.*	*Lbs.*	*Lbs.*	*Sacks.*	*Sacks.*	*Tons.*	*Pkgs.*
1887	.....	.....	6,700	1	500	2,470	930	.....	.....	.....	.....
1886	45	18	13,250	60	30,905	212,531	66,728	180	1,464	.....	115
1885	248	56	4,115	.....	67,717	515,970	71,180	.....	1,385	1,275	786
1884	64	56	3,685	1	94,896	229,692	56,305	.....	731	.....	587
1883	47	23	45,520	7	39,958	274,351	30,466	311	930	400	171

Years.	Rye.	Tallow.	Tobacco.	Tobacco, manufactured.	Wheat.		Whisky.	White lead.	Wool.	Mdse. and sundries.	Freight.
	Sacks.	*Lbs.*	*Hhds.*	*Pkgs.*	*Sacks.*	*Bush.*	*Bbls.*	*Lbs.*	*Lbs.*	*Pkgs.*	*Tons.*
1887	.....	.....	.....	61	.....	40,000	5	1,540	.....	2,408	19,035
1886	205	.....	6	1,928	.....	.....	99	57,000	.....	50,179	26,060
1885	240	300	.....	3,956	839	.....	416	56,775	.....	102,313	17,130
1884	.....	.....	.....	1,434	.....	.....	278	33,095	.....	101,411	10,875
1883	268	530	73	1,013	323	.....	285	76,195	.....	119,648	55,920

All-rail published rates from Saint Louis and East Saint Louis to New York City during 1887.

1887.	Flour, per barrel from East Saint Louis.	Grain and feed, per 100 pounds from East Saint Louis.
	Cents.	*Cents.*
From January 1 to April 1	70	35
From April 1 to June 13	58	29
From June 13 to December 31	64	32

To Boston, 5 cents higher than New York rate.
To Philadelphia, 2 cents lower than New York rate.
To Baltimore, 3 cents lower than New York rate.
Rate on grain from Saint Louis elevators 2 cents per 100 pounds more than East Saint Louis rate.
Rate on other heavy freight from Saint Louis 4 cents per 100 pounds more than East Saint Louis rate, and on higher classes of freight 5 cents per 100 pounds.

All-rail rates of freight from Saint Louis to Southern cities during 1886.

Articles.	Memphis.				Vicksburg.				New Orleans.			
	Jan. 1.	Mar. 1.	May 15.	Oct. 1 to Dec. 31.	Jan. 1.	Mar. 1.	May 15.	Oct. 1 to Dec. 31.	Jan. 1.	Mar. 1.	May 15.	Oct. 1 to Dec. 31.
	Cents.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Flour ..... per barrel	28	28	28	24	45	40	40	40	40	40	40	40
Pork ..... do	45	35	35	35	73	60	60	55	70	60	60	55
Grain ..... per 100 pounds	13	13	13	11	21½	21½	21½	21½	21½	21½	21½	21½
Meats ..... do	16	16	16	15	26	24	24	24	24	24	24	24
Hay ..... do	13	13	13	13	24	22	22	22	22	22	22	22

Rates which took effect June 13, 1887: Grain to Memphis, 12 cents per 100 pounds; to Vicksburg and New Orleans, 20 cents per 100 pounds. Flour to Memphis, 25 cents per barrel; to Vicksburg and New Orleans, 40 cents per barrel.

Published average rate of freight by rail on grain from Saint Louis to New York.

Years.	Per 100 pounds.	Years.	Per 100 pounds.
	Cents.		*Cents.*
1887	$32\frac{2}{15}$	1881	32
1886	29	1880	42
1885	$22\frac{1}{7}$	1879	$33\frac{1}{3}$
1884	26	1878	38
1883	33	1877	41
1882	$29\frac{1}{2}$	1876	$39\frac{1}{2}$

Average rate of freight on grain by river from Saint Louis to New Orleans.

Years.	In sacks by steamboat, per 100 pounds.	Wheat in bulk by barges, per bushel.
	Cents.	*Cents.*
1887	$18\frac{1}{4}$	6
1886	16	$6\frac{1}{2}$
1885	15	$6\frac{2}{3}$
1884	14	$6\frac{4}{9}$
1883	$17\frac{3}{4}$	$5\frac{1}{3}$
1882	20	$6\frac{5}{12}$
1881	20	6
1880	19	$8\frac{1}{4}$
1879	18	$7\frac{3}{4}$
1878	$17\frac{1}{2}$	$7\frac{1}{4}$
1877	21	$8\frac{1}{2}$

Rates of freight by river to Memphis, Vicksburg, and New Orleans during 1886.

Date.	Flour and meal, per barrel.			Pork, per barrel.			Sack grain, per 100 pounds.			Meats, per 100 pounds.			Hay, per 100 pounds.		
	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.
	Cts.	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*	*Cts.*
January 1 to January 9	24	40	35	36	60	$52\frac{1}{2}$	12	20	$17\frac{1}{2}$	12	20	$17\frac{1}{2}$	17	25	$22\frac{1}{2}$
January 9 to February 18*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February 18 to May 18	24	40	30	36	60	45	12	20	15	12	20	15	13	24	20
May 18 to July 31	20	35	30	30	$52\frac{1}{2}$	45	10	$17\frac{1}{2}$	15	10	$17\frac{1}{2}$	15	13	20	20
July 31 to August 2	20	35	35	30	$52\frac{1}{2}$	$52\frac{1}{2}$	10	$17\frac{1}{2}$	$17\frac{1}{2}$	10	$17\frac{1}{2}$	$17\frac{1}{2}$	13	20	$22\frac{1}{2}$
August 2 to August 20	30	35	35	45	$52\frac{1}{2}$	$52\frac{1}{2}$	15	$17\frac{1}{2}$	$17\frac{1}{2}$	15	$17\frac{1}{2}$	$17\frac{1}{2}$	$17\frac{1}{2}$	20	$22\frac{1}{2}$
August 20 to December 1	20	35	35	30	$52\frac{1}{2}$	$52\frac{1}{2}$	10	$17\frac{1}{2}$	$17\frac{1}{2}$	10	$17\frac{1}{2}$	$17\frac{1}{2}$	13	20	$22\frac{1}{2}$
December 1 to December 21*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
December 21 to December 23	20	35	35	30	$52\frac{1}{2}$	$52\frac{1}{2}$	10	$17\frac{1}{2}$	$17\frac{1}{2}$	10	$17\frac{1}{2}$	$17\frac{1}{2}$	13	20	$22\frac{1}{2}$
December 23 to December 31*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Navigation closed.

Rates of freight by river to Memphis, etc.—Continued.

Rate.	Rate on bulk corn, per bushel.		
	1884.	1885.	1886.
	Cents.	*Cents.*	*Cents.*
January	6–6½	(*)	†8½
February	6–6½	(*)	†8½
March	6–6½	6½	6½
April	6–6½	5½	5
May	5	5	5
June	5	5	5
July	5	5	5½
August	6½	6	6
September	6½	6	6
October	6½	6	7
November	7	7	7
December	7	7	†8½

* River closed. † Rail and river.

During each of the foregoing years the rate on wheat was ½ cent per bushel more than corn.

Rates of freight by river, to Memphis, Vicksburg, and New Orleans during 1887.

Date.	Flour and meal, per barrel.			Pork, per barrel.			Sack grain, per 100 pounds.			Meats, per 100 pounds.			Hay, per 100 pounds.		
	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.	Memphis.	Vicksburg.	New Orleans.
January 19 to April 4	20	35	35	30	52½	52½	10	17½	17½	10	17½	17½	13	20	22½
April 4 to April 9	40	40	35	60	60	52½	20	20	17½	20	20	17½	25	25	22½
April 9 to April 16	30	40	35	45	60	52½	15	20	17½	15	20	17½	15	25	22½
April 16 to June 18	20	35	35	30	52½	52½	10	17½	17½	10	17½	17½	13	22½	22½
June 18 to August 6	20	35	30	30	52½	45	10	17½	15	10	17½	15	13	22½	20
August 6 to November 14	20	40	40	30	60	60	10	20	20	10	20	20	13	22½	22½
November 14 to December 28	35	40	40	52½	60	60	17½	20	20	17½	20	20	20	22½	22½

Statement showing the amount of freight, in tons, shipped from Saint Louis by each railroad and river for ten years.

Route.	1887.	1886.	1885.	1884.	1883.	1882.	1881.	1880.	1879.	1878.
Missouri Pacific Railroad (main line)	519,724	383,512	378,550	330,481	563,398	678,706	709,814	407,030	272,250	196,955
Saint Louis and San Francisco Railway	349,288	275,915	198,349	232,388	165,499	180,927	185,147	122,787	78,755	44,495
Wabash, Saint Louis and Pacific Railroad (west branch)	441,035	269,873	213,425	217,409	263,872	246,049	254,902	209,604	197,219	153,294
Chicago, Alton and Saint Louis Railroad (Missouri division)	114,017	92,268	82,494	81,827	67,036	90,990	72,393	62,346	45,596	.....
Saint Louis, Kansas City and Colorado Railroad*	57,878	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saint Louis, Iron Mountain and Southern Railroad	745,877	636,946	566,468	552,161	529,970	549,991	600,929	390,069	288,768	222,641
Missouri Pacific Railroad (Texas division)	132,976	166,693	111,997	89,700	169,372	248,998	79,866	66,555	61,226	45,039
Cairo Short Line Railroad	201,999	191,517	204,257	176,229	146,384	139,339	135,393	111,609	91,428	68,027
Louisville and Nashville Railroad	229,459	214,529	169,387	227,099	128,014	81,164	64,199	87,037	41,586	49,416
Mobile and Ohio Railroad	103,115	28,023	13,929	19,108	18,804	23,356	22,862	16,391	13,298	12,405
Ohio and Mississippi Railroad	204,734	263,246	250,755	227,394	214,276	195,717	204,006	184,975	141,182	136,677
Chicago, Alton and Saint Louis Railroad (main line)	304,156	223,691	255,918	286,097	196,099	293,830	252,465	268,309	318,754	256,444
Indianapolis and Saint Louis Railroad	192,609	148,546	246,118	314,460	247,009	296,209	246,169	218,859	152,955	157,644
Saint Louis, Vandalia, Terre Haute and Indianapolis Railroad	349,063	286,995	339,999	311,812	267,202	265,981	281,299	247,656	272,579	190,685
Wabash, Saint Louis and Pacific Railway (eastern division)	208,309	185,949	236,965	309,974	254,811	239,352	192,109	246,337	233,070	279,753
Toledo, Saint Louis and Kansas City Railroad	12,180	5,803	4,247	30,227	32,312	.....	.....	.....	.....	.....
Illinois and Saint Louis Railroad	9,070	6,603	68,266	10,086	8,218	9,001	9,930	13,573	11,280	7,803
Wabash, Saint Louis and Pacific Railroad (Iowa branch)	39,425	31,600	10,801	4,851	8,421	16,713	13,520	9,923	18,665	13,452
Chicago, Burlington and Quincy Railroad	151,176	125,561	117,419	136,214	146,907	172,733	110,553	69,678	41,197	45,829
Saint Louis, Keokuk and Northwestern Railroad	83,192	79,820	67,789	53,902	40,612	20,104	27,356	22,942	5,908	.....
Upper Mississippi River	36,170	46,190	48,295	43,110	60,020	71,325	54,295	55,260	66,990	67,320
Lower Mississippi River	538,065	431,945	442,850	439,250	535,330	610,205	730,185	813,080	499,040	434,490
Illinois River	7,125	5,175	865	3,710	4,715	4,690	5,175	9,935	9,140	18,300
Missouri River	14,580	24,255	10,330	15,285	18,990	11,980	13,720	16,415	15,040	22,465
Ohio River	19,035	26,060	17,130	10,875	55,920	66,010	77,600	135,360	86,935	72,100
Cumberland and Tennessee Rivers	18,715	25,075	9,955	350	510	1,150	1,100	1,315	.....	.....
Red, Ouachita, Arkansas and White Rivers	3,370	3,195	4,750	2,330	1,855	4,545	1,950	6,160	.....	.....
Total in tons	5,086,342	4,178,985	4,071,308	4,126,329	4,145,556	4,519,065	4,346,937	3,793,205	2,962,861	2,495,234
Total by rail	4,449,282	3,617,090	3,537,133	3,611,419	3,468,216	3,749,160	3,462,912	2,755,680	2,285,716	1,880,559
Total by river	637,060	561,895	534,175	514,910	677,340	769,905	884,025	1,037,525	677,145	614,675

* No freight by this road for any year except 1887.

Statement showing amount of freight, in tons, received at Saint Louis by each railroad and river for ten years.

Route.	1887.	1886.	1885.	1884.	1883.	1882.	1881.	1880.	1879.	1878.
Missouri Pacific Railroad (Main Line)	491,073	466,414	548,779	631,953	1,092,591	962,517	907,467	850,434	425,840	413,302
Saint Louis and San Francisco Railway	386,235	290,772	311,394	382,597	320,856	339,243	335,847	404,172	245,965	191,834
Wabash, Saint Louis and Pacific Railroad (West Branch)	454,320	381,726	392,202	304,885	429,494	319,905	447,449	530,527	366,797	395,049
Chicago, Alton and Saint Louis Railroad (Missouri division)	82,822	53,064	83,020	108,522	135,688	92,088	154,248	179,772	143,313	.....
Saint Louis, Kansas City and Colorado Railroad*	6,700	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saint Louis, Iron Mountain and Southern Railroad	1,021,027	973,250	692,566	677,216	694,362	730,705	768,652	536,488	536,318	353,172
Missouri Pacific Railroad (Texas Division)	135,519	129,624	126,768	220,729	227,805	154,243	114,211	95,176	108,078	78,652
Cairo Short Line Railroad	741,555	636,753	546,458	528,438	532,758	534,987	488,615	477,608	446,764	383,739
Louisville and Nashville Railroad	506,308	429,620	406,165	373,820	353,155	393,310	330,907	304,369	276,436	223,248
Mobile and Ohio Railroad	219,922	81,663	122,379	80,001	176,461	212,267	251,915	200,996	88,196	63,885
Ohio and Mississippi Railroad	521,039	527,005	469,415	345,652	420,982	395,122	406,217	389,779	359,534	262,952
Chicago, Alton and Saint Louis Railroad (main line)	381,015	354,363	329,435	282,327	184,223	288,271	298,276	264,679	207,985	191,020
Indianapolis and Saint Louis Railroad	497,906	430,671	394,969	373,483	376,328	346,857	370,610	264,541	171,216	128,568
Saint Louis, Vandalia, Terre Hauto and Indiana Railroad	956,486	760,437	761,944	686,469	745,404	739,081	640,764	609,594	493,787	402,252
Wabash, Saint Louis and Pacific Railroad (eastern division)	1,074,000	878,754	698,887	830,755	632,665	717,935	530,745	358,928	333,433	264,831
Toledo, Saint Louis and Kansas City Railroad	20,918	27,332	26,399	18,746	14,277	.....	.....	.....	.....	.....
Illinois and Saint Louis Railroad	304,365	251,583	281,989	230,874	242,826	289,386	253,784	251,383	235,081	224,240
Wabash, Saint Louis and Pacific Railroad (Iowa Branch)	44,803	20,328	26,178	5,839	6,753	19,889	40,062	31,328	31,178	65,727
Chicago, Burlington and Quincy Railroad	319,352	245,686	376,116	236,344	236,584	312,995	330,636	275,715	172,103	142,836
Saint Louis, Keokuk and Northwestern Railroad	241,307	171,975	169,105	122,137	117,511	51,821	80,170	71,035	21,055	.....
Upper Mississippi River	132,400	140,880	117,445	129,895	126,330	135,540	190,815	226,095	221,285	174,065
Lower Mississippi River	268,735	173,610	116,950	143,495	202,210	275,175	273,110	223,925	179,400	174,180
Illinois River	78,560	88,010	84,830	110,955	94,205	168,410	160,555	155,605	109,620	124,785
Missouri River	27,700	32,620	16,875	28,525	33,770	34,900	39,385	59,025	33,800	56,040
Ohio River	121,670	116,885	133,595	98,980	155,095	164,625	165,825	214,195	130,785	171,900
Cumberland and Tennessee Rivers	23,815	18,200	9,370	8,500	17,615	23,430	22,720	15,015	14,080	13,730
Red, Ouachita, Arkansas and White Rivers	213,165	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total in tons	9,272,717	7,681,225	7,243,233	6,961,137	7,569,948	7,702,702	7,602,985	6,990,384	5,352,048	4,500,007
Total by rail	8,406,672	7,111,020	6,764,168	6,440,787	6,940,723	6,900,622	6,750,575	6,096,524	4,663,078	3,785,307
Total by river	866,045	570,205	479,065	520,350	629,225	802,080	852,410	893,860	688,970	714,700

*No freight received by this road for any year except 1887.

In addition to the receipts by boats there was received the following tonnage of lumber, logs, and shingles by raft:

Year.	River.	Tons.
1880	Upper Mississippi	198,315
1881	do	356,020
1882	do	271,490
1883	do	228,950
1883	Missouri	2,335
1884	do	1,335
1884	Upper Mississippi	238,995
1885	do	251,665
1885	Missouri	2,195
1886	Upper Mississippi	200,725
1886	Missouri	60

Statistics not obtainable for 1887.

SHIPMENTS OF BULK GRAIN BY BARGES TO NEW ORLEANS DURING 1886.

Date.	Name of boat.	Wheat.	Corn.	Oats.	Rye.	Bulk grain.	Other freight.	Total.
1886.		*Bush.*	*Bush.*	*Bush.*	*Bush.*	*Tons.*	*Tons.*	*Tons.*
Jan. 1	*Jay Gould* and barges		112,613			3,155		3,155
1	*E. M. Norton* and barges		98,494			2,758	157	2,915
4	*My Choice* and barges		140,078			3,920		3,920
6	*Dillon* and barges		115,607			3,237	783	4,020
Feb. 22	*Future City* and barges		220,116			6,163	942	7,105
24	*Port Eads* and barges		218,147	33,150		6,638	292	6,930
28	*R. S. Hays* and barges		239,088			6,694	416	7,110
Mar. 4	*Jay Gould* and barges		277,477			7,769	461	8,230
6	*Dillon* and barges		143,347			4,013	102	4,115
8	*My Choice* and barges		120,943			3,386	664	4,050
10	*Henry Lourey* and barges		275,766			7,721	669	8,390
13	*Future City* and barges		210,460			5,893	862	6,755
18	*Port Eads* and barges		123,530			3,459	2,966	6,425
21	*R. S. Hays* and barges		85,500			2,394	741	3,135
26	*Jay Gould* and barges		50,000	59,015		2,344	2,326	4,670
April 2	*Oakland* and barges		55,000			1,540	1,940	3,480
7	*Henry Lourey* and barges	25,000	157,290			5,154	1,161	6,315
14	*Future City* and barges		195,737	45,000		6,200	1,080	7,280
18	*Port Eads* and barges		154,500	80,000		5,606	1,074	6,680
23	*R. S. Hays* and barges		186,499			5,222	1,068	6,290
28	*Oakland* and barges		155,000			4,340	1,900	6,240
May 1	*Jay Gould* and barges		199,509			5,597	1,168	6,765
7	*Henry Lourey* and barges		199,433			5,584	806	6,390
14	*Future City* and barges		181,351			5,078	1,067	6,145
19	*Port Eads* and barges		143,478	80,000		5,297	2,753	8,050
26	*R. S. Hays* and barges		93,007			2,574	1,771	4,345
June 3	*Oakland* and barges		90,000			2,520	1,520	4,040
10	*Henry Lourey* and barges		155,550	82,772		5,679	1,951	7,630
17	*Future City* and barges						1,575	1,575
22	*Port Eads* and barges		82,000			2,296	654	2,950
26	*R. S. Hays* and barges		40,000			1,120	1,055	2,175
July 3	*Oakland* and barges		120,000			3,360	1,505	4,865
11	*Future City* and barges						1,360	1,360
17	*Henry Lourey* and barges		142,748			3,997	1,803	5,800
25	*Port Eads* and barges	96,000	30,000			3,720	2,020	5,740
31	*R. S. Hays* and barges	27,162	40,000	50,823		2,748	2,432	5,180
Aug. 5	*Oakland* and barges	138,666				4,160	1,080	5,240
7	*Future City* and barges	79,642		43,885		3,141	709	3,850
14	*Henry Lourey* and barges			44,110		705	1,090	1,795
21	*Port Eads* and barges	121,116				3,633	892	4,525
29	*R. S. Hays* and barges	81,500	66,000			4,293	507	4,800
Sept. 1	*Future City* and barges	55,000	91,800			4,220	300	4,520
4	*Henry Lourey* and barges	35,000	126,266			4,575	750	5,325
10	*John Gilmore* and barges		167,342			4,685	465	5,150
16	*Port Eads* and barges		120,408			3,371	429	3,800
24	*R. S. Hays* and barges		79,300			2,220	565	2,785
30	*Future City* and barges		150,681			4,219	601	4,820
Oct. 6	*Henry Lourey* and barges		117,367			3,286	1,354	4,640
8	*Port Eads* and barges		150,848			4,224	801	5,025
15	*R. S. Hays* and barges		147,707			4,136	839	4,975
20	*Jay Gould* and barges		108,304			3,032	1,028	4,060
27	*Future City* and barges		123,042			3,445	985	4,430
Nov. 1	*Henry Lourey* and barges		109,213	40,000		3,698	897	4,595
10	*Port Eads* and barges		56,584			1,584	1,831	3,415
16	*R. S. Hays* and barges		71,682			2,007	1,378	3,385
24	*Oakland* and barges		168,082			4,706	1,054	5,760

Shipments of bulk grain by barges to New Orleans during 1886—Continued.

Date.	Name of boat.	Wheat.	Corn.	Oats.	Rye.	Bulk grain.	Other freight.	Total.
		Bush.	*Bush.*	*Bush.*	*Bush.*	*Tons.*	*Tons.*	*Tons.*
Nov. 29	*Future City* and barges	.....	110,014	.....	.....	3,080	.....	3,080
	At G. T.	.....	44,500	40,000	.....	1,889	326	2,215
	At Saint Louis	.....	59,816	.....	.....	1,675	.....	1,675
	Total	659,086	6,921,224	598,755	.....	223,160	60,925	284,085
Via Belmont and Cairo during January, February, November, and December		84,353	580,506	.....	.....	18,785	.....	18,785
Total movement		743,439	7,501,730	598,755	.....	241,945	60,925	302,870

Shipment of bulk grain by barges to New Orleans during 1887.

Date.	Name of boat.	Wheat.	Corn.	Oats.	Rye.	Bulk grain.	Other freight.	Total.
		Bushels.	*Bushels.*	*Bu.*	*Bu.*	*Tons.*	*Tons.*	*Tons.*
Feb. 9	*Oakland* and barges	.....	256,909	.....	.....	7,188	767	7,955
13	*Future City* and barges	44,415	284,191	.....	.....	9,285	.....	9,285
16	*My Choice* and barges	30,000	163,725	.....	.....	5,484	416	5,900
21	*Henry Lourey* and barges	43,561	198,741	.....	.....	6,871	814	7,685
27	*Port Eads* and barges	.....	268,881	.....	.....	7,528	557	8,085
28	*Dillon* and barges	.....	262,694	.....	.....	7,355	.....	7,355
Mar. 5	*Oakland* and barges	50,000	196,787	.....	.....	7,010	1,135	8,145
5	*Dillon* and barges	102,880	94,350	.....	.....	5,728	452	6,180
10	*My Choice* and barges	.....	149,614	.....	.....	4,189	1,716	5,905
12	*Future City* and barges	17,681	227,487	.....	.....	6,900	1,115	8,015
17	*Lourey* and barges	101,153	161,007	.....	.....	7,542	593	8,135
19	*Port Eads* and barges	.....	160,002	.....	.....	4,980	1,780	6,760
26	*Oakland* and barges	41,500	164,226	.....	.....	5,838	3,557	9,395
30	*Jay Gould* and barges	.....	213,118	.....	.....	5,967	678	6,645
April 2	*Future City* and barges	96,000	109,290	.....	.....	5,940	1,540	7,480
7	*Henry Lourey* and barges	48,500	150,235	68,000	.....	6,750	1,650	8,400
11	*Port Eads* and barges	.....	113,766	.....	.....	3,185	1,700	4,885
15	*Oakland* and barges	41,700	90,000	70,000	.....	4,891	1,359	6,250
21	*Jay Gould* and barges	78,000	142,825	.....	.....	6,335	1,280	7,615
26	*Future City* and barges	136,100	184,851	.....	.....	9,125	.....	9,125
26	*John Gilmore* and barges	225,300	.....	.....	.....	6,759	1,011	7,770
30	*Lourey* and barges	242,600	54,196	.....	.....	8,795	980	9,775
May 6	*Eads* and barges	239,000	38,000	.....	.....	8,224	1,951	9,245
10	*Oakland* and barges	149,335	.....	79,722	.....	5,756	1,109	6,865
14	*Jay Gould* and barges	114,593	93,060	.....	.....	6,043	1,527	7,570
19	*Future City* and barges	187,132	45,000	.....	.....	6,874	931	7,805
24	*Lourey* and barges	162,858	78,300	.....	.....	7,078	1,187	8,265
26	*Gilmore* and barges	47,229	48,296	.....	.....	2,768	1,062	3,830
31	*Oakland* and barges	.....	48,335	.....	.....	1,351	1,524	2,875
June 5	*Eads* and barges	83,000	.....	.....	.....	2,490	800	3,290
9	*Gould* and barges	92,000	.....	.....	.....	2,760	795	3,555
12	*Future City* and barges	125,400	42,600	.....	.....	4,955	810	5,765
16	*Lourey* and barges	.....	75,000	.....	.....	2,100	1,440	3,540
19	*My Choice* and barges	30,000	50,000	.....	.....	2,300	1,210	3,510
23	*Sidney Dillon* and barges	.....	94,438	.....	.....	2,646	1,134	3,780
30	*Port Eads* and barges	.....	241,645	.....	.....	6,762	1,148	7,910
July 3	*Gould* and barges	96,557	52,011	.....	.....	4,351	844	5,195
7	*Future City* and barges	46,640	136,367	.....	.....	5,210	480	5,690
13	*My Choice* and barges	43,250	93,995	.....	.....	3,929	1,936	5,865
17	*Sidney Dillon* and barges	159,376	.....	.....	.....	4,780	1,280	6,060
21	*Port Eads* and barges	79,683	54,500	.....	.....	3,911	1,229	5,140
24	*John Gilmore* and barges	102,102	68,411	.....	.....	4,978	1,202	6,180
28	*Oakland* and barges	159,996	.....	.....	.....	4,800	950	5,750
31	*Future City* and barges	32,049	160,940	.....	.....	5,468	1,077	6,545
Aug. 3	*E. M. Norton* and barges	119,237	30,500	.....	.....	4,430	.....	4,430
7	*Jay Gould* and barges	79,354	28,362	.....	.....	3,169	2,331	5,500
11	*Jack Frost* and barges	25,887	100,000	.....	.....	3,575	.....	3,575
13	*Sidney Dillon* and barges	50,900	.....	.....	.....	1,530	1,325	2,855
24	*Oakland* and barges	21,750	27,800	.....	.....	1,422	1,423	2,845
28	*Future City* and barges	.....	48,000	.....	.....	1,344	851	2,195
Sept. 2	*Henry Lourey* and barges	24,200	46,795	.....	.....	2,036	749	2,785
11	*John Gilmore* and barges	23,923	92,222	.....	.....	3,247	1,418	4,665
18	*Oakland* and barges	4,778	23,620	.....	.....	802	738	1,540
25	*Future City* and barges	.....	61,158	.....	.....	1,710	690	2,400
Oct. 1	*Henry Lourey* and barges	.....	127,728	.....	.....	3,017	1,483	4,500
9	*Oakland* and barges	24,952	57,725	.....	.....	2,367	1,933	4,300
13	*Jay Gould* and barges	15,000	113,010	.....	.....	3,614	576	4,190
15	*Port Eads* and barges	.....	122,395	.....	.....	3,423	757	4,180
23	*Future City* and barges	.....	97,875	.....	.....	2,744	1,381	4,125

Shipments of bulk grain by barges to New Orleans during 1887—Continued.

Date.	Name of boat.	Wheat.	Corn.	Oats.	Rye.	Bulk grain.	Other freight.	Total.
		Bushels.	*Bushels.*	*Bush.*	*Bush.*	*Tons.*	*Tons.*	*Tons.*
Oct. 27	*Lourey* and barges	.....	93,823	.....	.....	2,630	1,565	4,195
31	*John Gilmore* and barges	.....	108,039	.....	.....	3,024	1,856	4,880
Nov. 5	*Oakland* and barges	.....	98,383	.....	.....	2,752	663	3,415
14	*Jay Gould* and barges	39,900	58,264	.....	.....	1,515	.....	1,515
15	*E. M. Norton* and barges	18,700	19,910	.....	.....	1,120	.....	1,120
Dec. 7	.....do	45,000	21,552	.....	.....	1,955	.....	1,955
11	*My Choice* and barges	.....	96,416	.....	.....	2,700	.....	2,700
12	*Dillon* and barges	.....	83,890	.....	.....	2,350	.....	2,350
12	*Oakland* and barges	27,778	28,198	.....	.....	1,618	567	2,185
14	*F. M. Norton* and barges	44,875	24,041	.....	.....	2,014	6	2,020
17	*My Choice* and barges	.....	46,462	.....	.....	1,300	325	1,825
18	*Dillon* and barges	.....	59,673	.....	.....	1,670	.....	1,670
		3,815,824	6,783,634	217,722	.....	306,267	68,768	376,035
		*157,913	*581,756	.....	.....	*21,025	.....	*21,025
	Total movement	3,973,737	7,365,340	.....	.....	327,092	.....	396,060

* Via Belmont and Cairo during January and December.

The general growth of business east and west is indicated by the traffic of the Wiggins Ferry Company; it will be remembered that the bridge was finished in 1874.

Number of cars handled.

Year.	Loaded cars.		Empty.
	East.	West.	
1883	7,475	34,491	32,160
1884	10,154	30,235	36,120
1885	10,397	41,588	37,090
1886	6,915	41,257	38,210

Also for 1887: total number of cars east and west, 18,769; empty, 16,410.

FOREIGN COMMERCE.

The total export trade of 1885, the movement via New Orleans and via Atlantic seaboards, taken as a whole, was less than for any previous year since its inauguration. The amount of grain reported via New Orleans was greater than in 1884, but less than in 1883, while the movement via Atlantic ports was but about 35 per cent. of the amount forwarded in either of the two preceding years.

The decrease was principally in cotton, wheat, and flour. In the former, Saint Louis participated in the small export movement of the year, while in the matter of breadstuffs the decline was due principally to the almost total failure of the winter wheat crop of 1885.

Saint Louis being a large consuming market for wheat, and the crop tributary being a failure, a large amount was brought from Indiana and other points not usually tributary to this market to supply the home demand. This, with the fact that a large amount was held for delivery on year and later contracts, kept prices relatively higher than at other points, and too high for export demand.

The movement by the Mississippi River or the "jetty route" was therefore confined principally to corn, of which 8,180,037 bushels were shipped for export, or about 13 per cent. of the total amount exported from the United States—nearly double the amount taken in 1884, and almost equaling the movement of 1883. The export of corn from the

United States and from the principal seaboard cities for the past two years was as follows:

From—	1885.	1884.
	Bushels.	*Bushels.*
New York	26,259,228	11,905,725
Baltimore	13,752,196	4,993,759
New Orleans	7,825,641	4,425,940
Philadelphia	6,028,564	1,750,266
Boston	3,647,244	5,696,755
Other ports	5,012,869	4,215,767
Total from United States	62,525,742	32,988,212

It is gratifying to note from these figures that the "jetty route" maintained its position and that New Orleans stood only third on the list. When trade is in a normal condition the river route to the sea will take its full share of the surplus products of the Mississippi Valley for shipment to foreign markets. The supply of tonnage at New Orleans was ample and vessels received full supplies of freight at remunerative rates.

The foreign trade of the year 1886 shows a slight decrease over 1885, the deficiency being in the shipments via the eastern seaboard. The movement of bulk grain via New Orleans was slightly in excess of either of the two preceding years, and included a greater proportion of wheat than heretofore. The movement in corn was large, and would have been considerably increased had it not been that the river was closed by ice during the month of December.

The river route held its own, and New Orleans still ranks third in the list of grain-exporting ports.

The shipments of corn for the past four calendar years from various ports were as follows:

From—	1887.	1886.	1885.	1884.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*
New York	12,347,567	20,504,141	26,259,228	11,905,725
Baltimore	7,158,432	14,076,379	13,752,196	4,993,759
New Orleans	7,475,826	8,299,857	7,825,641	4,425,940
Philadelphia	2,176,107	1,923,862	6,029,564	1,750,266
Boston	2,227,242	3,210,199	3,647,244	6,696,755
Other ports	4,193,898	8,668,753	5,012,869	4,215,767
Total from United States	35,579,072	56,683,191	62,525,742	32,988,212

The decrease in the exports of corn and corn meal was 35 per cent. There was, however, an increase of about 17 per cent. in wheat and flour; so that, in the aggregate, breadstuffs show an increase of about 7 per cent.

Tobacco fell off 17 per cent., but there was a slight increase in provisions.

The shipments here given represent only those forwarded on through bills of lading. A large amount goes to the seaboard cities on local bills of lading, of which no report can be given.

Average rates of freight on wheat, in cents per bushel by steamer from Saint Louis to Liverpool via New Orleans, 1884 *and* 1885.

Month.	Saint Louis to New Orleans.		New Orleans to Liverpool.		Total St. Louis to Liverpool.	
	1885.	1884.	1885.	1884.	1885.	1884.
January	.....	6½	10	9	.....	15½
February	.....	6½	10	6	.....	12½
March	7	6½	10¼	7	17¼	13½
April	6	6½	10¼	6	16¼	12½
May	5½	5½	12	7½	17½	13
June	5½	5½	.....	5½	.....	11
July	5½	5½	4	8	9½	13½
August	6½	7	7½	13½	14	20½
September	6½	7	8½	11	15	18
October	6½	7	8½	4	15	11
November	7½	7½	8½	9	15	16½
December	7½	7½	9	10	16½	17½

Transfer at New Orleans, ⅛ cent per bushel; insurance, ¾ to 1 per cent.

Average rates of freight on wheat in cents per bushel from Saint Louis to Liverpool via rail to New York during 1887 and 1886.

Month.	East St. Louis to New York.		New York to Liverpool.		Total St. Louis to Liverpool.	
	1887.	1886.	1887.	1886.	1887.	1886.
January	21.00	17.40	9⅛	4¾	30.12½	22.15
February	21.00	17.40	7¼	4¾	28.25	22.15
March	21.00	17.40	3¾	5¾	24.75	23.15
April	17.40	17.40	2	6¾	19.40	24.15
May	17.40	17.40	4	8	21.40	25.40
June	18.48	17.40	4⅛	8½	22.62½	25.90
July	19.20	17.40	6	4½	25.20	21.90
August	19.20	17.40	4⅛	3¾	23.32½	21.15
September	19.20	17.40	2⅞	6½	22.07½	23.90
October	19.20	17.40	5⅝	8¼	24.82½	25.65
November	19.20	17.40	6⅝	8¾	25.82½	26.15
December	19.20	18.60	5½	9½	24.70	28.10

Rate of freight on wheat per bushel by steamer from New Orleans to Liverpool during 1887 and 1886.

Month.	Rate in cents.	
	1887.	1886.
January	12¾	8 to 9
February	12½	8 to 8½
March	12	9
April	8⅜	9½ to 11
May	6¼	11 to 12
June	7	8½ to 12
July	7⅓	8 to 8½
August	8¼	7 to 8
September	7½	6 to 9
October	7	9½ to 11
November	8	12 to 14
December	8	11 to 13

Average rate of freight on wheat per bushel by steamer from New York to Liverpool during 1887 and 1886.

Month.	Rate in cents.	
	1887.	1886.
January	9⅛	4½
February	7¼	3¾
March	3¾	6½
April	2	8¼
May	4	3¾
June	4⅛	9½
July	6	4¾
August	4⅛	4¾
September	2⅞	5¾
October	5⅝	6¾
November	6⅝	8
December	5½	8½

Average rates of freight on wheat in cents per bushel by steamer from Saint Louis to Liverpool via New Orleans, 1887 and 1886.

Month.	Saint Louis to New Orleans.		New Orleans to Liverpool.		Total St. Louis to Liverpool.	
	1887.	1886.	1887.	1886.	1887.	1886.
January	7	8½	12¾	8½	19¾	17
February	7	8½	12½	8¼	19½	16¾
March	6	6½	12	9	18	15½
April	5½	5	8⅜	10¼	14 1/10	15¼
May	5	5	6¼	11½	11¼	16½
June	5	5	7	10¼	12	15¼
July	5	5½	7⅓	8¼	12⅓	13¾
August	6	6	8¼	7½	14¼	13½
September	6	6	7½	7½	13½	13½
October	6½	7	7	10¼	13½	17¼
November	6½	7	8	13	14½	20
December	7	8½	8	12	15	20½

Shipments of bulk grain to New Orleans for export.

	1883.	1884.	1885.	1886.	1887.
Wheat ..... bushels...	1,435,043	1,318,688	50,000	743,439	3,973,737
Corn ..... do.....	9,029,509	4,496,785	8,180,039	7,506,730	7,365,340
Rye ..... do.....	205,430	344,864	36,093	.....	.....

Direct shipments from Saint Louis to foreign countries, in tons.

	1887.	1886.	1885.	1884.	1883.	1882.	1881.
By rail eastward	128,522	30,853	52,186	147,202	141,904	107,528	91,727
By river to New Orleans	325,442	232,352	231,552	175,126	301,629	176,583	389,587
Total	453,964	263,205	283,738	322,328	443,533	284,111	481,314

Shipments of bulk grain by river from Saint Louis to New Orleans for sixteen years.

Year.	Wheat.	Corn.	Rye.	Oats.	Totals.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
1887	3,973,737	7,365,340	.....	217,722	11,556,799
1886	743,439	7,501,730	.....	598,755	8,834,924
1885	50,000	8,180,039	36,093	401,787	8,667,919
1884	1,318,688	4,496,785	344,864	487,221	6,647,558
1883	1,435,043	9,029,509	205,430	389,826	11,059,508
1882	5,637,391	2,529,712	15,994	150,320	8,333,417
1881	4,197,981	8,640,720	22,423	132,823	12,993,947
1880	5,913,272	9,804,392	45,000	.....	15,762,664
1879	2,390,897	3,585,589	157,424	30,928	6,164,838
1878	1,876,639	2,857,056	609,041	108,867	5,451,603
1877	351,453	3,578,057	171,843	.....	4,101,353
1876	37,142	1,737,237	.....	.....	1,774,379
1875	135,961	172,617	.....	.....	308,578
1874	365,252	1,047,794	.....	10,000	1,423,046
1873	.....	1,373,969	.....	.....	1,373,969
1872	.....	1,711,039	.....	.....	1,711,039

Capacity of the Saint Louis and Mississippi Valley Transportation Company "Barge Line."

Tow steamers	10
Barges	80
Capacity for bulk grain ..... bushels...	4,000,000
Capacity for moving to New Orleans monthly ..... do	2,500,000

Foreign shipments from Saint Louis on through bills of lading, via Atlantic sea-ports, during 1886.

To—	Flour.	Cotton.	Tobacco.	Meats.	Tallow.	Lard.	Walnut lumber.	Corn.	Oil-cake and cotton-seed meal.
	Barrels.	*Bales.*	*Hhds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Tons.*	*Bushels*	*Tons.*
England	77,496	126,275	1,910	3,146,872	174,600	.....	.....	103,550	3,064
Scotland	27,372	.....	.....	.....	.....	.....	.....	.....	472
Ireland	3,107	.....	.....	.....	.....	.....	.....	.....	.....
Germany	.....	1,919	.....	.....	.....	.....	83	.....	.....
France	.....	3,348	.....	7,000	.....	7,680	.....	.....	.....
Holland	4,487	.....	.....	.....	608,000	16,123	.....	.....	.....
Belgium	19,904	894	.....	.....	130,000	.....	.....	.....	.....
Italy	.....	102	.....	.....	.....	.....	.....	.....	.....
Austria	.....	.....	.....	.....	.....	.....	.....	.....	.....
South America	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, for export	4,154	.....	.....	.....	.....	.....	.....	.....	.....
New Zealand	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dominion of Canada	35,213	13,929	42	.....	.....	.....	925	1,860	32
Cuba	2,107	.....	.....	.....	.....	.....	.....	.....	.....
Australia	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, 1886	173,840	146,467	1,952	3,153,872	912,600	23,803	1,008	105,410	3,568
Total, 1885	277,216	82,460	2,267	1,001,527	1,720,175	1,357,422	570	497,018	4,750
Total, 1884	545,493	119,041	1,710	631,691	483,400	1,058,175	473	1,773,803	7,972
Total, 1883	481,421	238,711	1,028	175,430	1,792,476	22,500	1,127	937,193	5,435
Total, 1882	623,211	143,000	926	595,643	393,260	11,954	113	.....	5,420
Total, 1881	279,511	192,026	2,621	7,190,323	2,278,320	183,336	.....	.....	2,337
Total, 1880	975,970	164,915	4,037	5,968,337	2,159,671	862,594	.....	.....	352
Total, 1879	619,103	214,356	1,982	8,967,788	494,584	648,877	.....	.....	1,262
Total, 1878	265,968	129,821	7,349	8,613,700	460,935	1,039,830	.....	.....	92

To—	Hides.	Bran.	Grease.	Sundries.	Beer.	Dried apples.	Grass seed.	Bone black.	Live hogs.
	Lbs.	*Tons.*	*Lbs.*	*Lbs.*	*Casks.*	*Lbs.*	*Lbs.*	*Tons.*	*No.*
England	14,500	.....	.....	304,026	.....	.....	2,240	.....	.....
Scotland	.....	.....	44,800	13,020	.....	.....	4,480	.....	.....
Ireland	.....	.....	.....	1,200	.....	.....	.....	.....	.....
Germany	.....	.....	.....	96,600	.....	372,454	2,800	.....	.....
France	.....	.....	.....	11,000	.....	.....	.....	.....	.....
Holland	.....	.....	.....	370	.....	32,822	.....	.....	.....
Belgium	.....	.....	.....	7,501	.....	25,700	22,400	.....	.....
Italy	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austria	.....	.....	.....	.....	.....	.....	.....	.....	.....
South America	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, for export	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Zealand	.....	.....	.....	.....	150	.....	.....	.....	.....
Dominion of Canada	197,960	542	.....	1,517,352	.....	.....	.....	200	9,010
Cuba	.....	.....	.....	30,050	.....	.....	.....	.....	.....
Australia	.....	.....	.....	9,200	520	.....	.....	.....	.....
Total, 1886	212,460	542	44,800	1,990,369	670	430,976	31,920	200	9,010
Total, 1885	330,758	.....	115,516	1,037,197	.....	.....	.....	.....	.....
Total, 1884	138,790	.....	.....	1,029,566	.....	.....	.....	.....	.....
Total, 1883	427,510	.....	.....	204,901	.....	.....	.....	.....	.....
Total, 1882	177,700	.....	.....	1,349,861	.....	.....	.....	.....	.....
Total, 1881	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, 1880	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, 1879	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, 1878	.....	.....	.....	.....	.....	.....	.....	.....	.....

Foreign shipments from Saint Louis on through bills of lading via Atlantic seaports during 1887—Continued.

To—	Cotton.	Flour.	Tobacco.	Corn.	Bacon.	Lard.	Wheat.	Hides.
	Bales.	*Barrels.*	*Hhds.*	*Bushels.*	*Pounds.*	*Pounds.*	*Bush.*	*Pounds.*
England	136,380	115,235	3,647	798,294	13,160,000	2,877,000	169,400	170,700
Scotland	.....	93,529	.....	.....	130,000	418,700	.....	.....
Ireland	.....	17,585	224	.....	.....	.....	.....	.....
Germany	2,886	.....	.....	.....	.....	99,000	.....	.....
France	1,240	.....	.....	.....	.....	313,150	.....	.....
Holland	359	525	.....	.....	.....	.....	.....	.....
Belgium	1,111	8,278	.....	.....	22,400	589,000	.....	.....
Italy	638	.....	.....	.....	.....	.....	.....	.....
Austria	.....	.....	.....	.....	.....	.....	.....	.....
Central and South America	.....	1,397	.....	.....	.....	.....	.....	.....
New Zealand	.....	.....	.....	.....	.....	.....	.....	.....
Dominion of Canada	22,600	65,225	.....	5,704	39,410	.....	.....	185,000
Cuba	.....	18,453	.....	.....	.....	502,000	.....	.....
Australia	.....	.....	.....	.....	.....	.....	.....	.....
Spain	275	.....	.....	.....	.....	.....	.....	.....
Seaboard for export	556	.....	.....	.....	.....	.....	.....	.....
Total, 1887	166,045	320,227	3,871	803,998	13,352,410	4,798,850	169,400	355,700
Total, 1886	146,467	173,840	1,952	105,410	3,153,872	23,803	.....	212,460
Total, 1885	82,460	277,216	2,267	497,018	1,001,527	1,357,422	.....	330,758
Total, 1884	119,041	545,493	1,710	1,773,803	631,691	1,058,175	70,486	138,790
Total, 1883	238,711	481,421	1,028	937,193	175,430	22,500	230,959	427,510

To—	Tallow.	Beef.	Grease.	Oil cake and cotton-seed meal.	Lumber and logs.	Grass seed.	Bran and mill-stuffs.	Sundries.	Live hogs.
	Pounds.	*Tierces.*	*Pounds.*	*Tons.*	*Tons.*	*Pounds.*	*Tons.*	*Tons.*	*Head.*
England	32,000	500	.....	3,992	3,472	4,500	.....	630	.....
Scotland	159,000	.....	.....	1,166	18	.....	.....	136	.....
Ireland	.....	.....	.....	.....	.....	.....	.....	.....	.....
Germany	.....	50	90,500	.....	.....	19,400	.....	85	.....
France	818,600	.....	.....	.....	.....	.....	.....	.....	.....
Holland	1,185,000	.....	.....	.....	.....	.....	.....	.....	.....
Belgium	831,000	.....	.....	.....	.....	.....	.....	.....	.....
Italy	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austria	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central and South America	.....	.....	.....	.....	36	.....	.....	.....	.....
New Zealand	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dominion of Canada	.....	1,397	.....	75	1,407	.....	975	1,217	6,736
Cuba	.....	.....	.....	.....	.....	.....	.....	.....	.....
Australia	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seaboard for export	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, 1887	3,025,600	1,947	90,500	5,233	4,933	23,900	975	2,068	6,736
Total, 1886	912,601	.....	44,800	3,568	1,008	31,920	542	995	9,010
Total, 1885	1,720,175	.....	115,516	4,750	576	.....	.....	.....	.....
Total, 1884	483,400	.....	.....	7,972	473	.....	.....	.....	.....
Total, 1883	1,792,476	.....	.....	5,435	1,127	.....	.....	.....	.....

Statement showing the amount of freight in tons, carried eastward from Saint Louis by rail during 1886 *by the five pooled lines, and the proportion that went to and east of the western termini of the trunk lines, also the proportion that went to tide-water.*

Months.	To and east of western termini.			Total shipments.	Live and dead freight to tide-water.		
	Live-stock and dressed beef.	Dead freight.	Total.	Eastward.	Live-stock and dressed beef.	Dead freight.	Total.
January	8,566	21,662	30,228	76,660	6,852	10,509	17,361
February	6,823	20,336	27,159	90,301	5,157	7,883	13,040
March	4,454	18,930	23,384	57,439	3,035	9,166	12,201
April	6,218	24,339	30,557	82,112	4,466	10,888	15,354
May	8,790	27,990	36,780	102,813	5,620	13,194	18,814
June	6,865	24,386	31,251	103,136	4,476	12,949	17,425
July	6,465	21,941	28,406	96,283	4,141	8,682	12,823
August	6,217	24,116	30,333	106,185	3,259	11,050	14,309
September	6,491	15,551	22,042	94,274	2,826	7,130	9,956
October	7,359	25,686	33,045	108,295	4,611	10,502	15,113
November	4,176	32,969	37,145	100,042	2,448	13,365	15,813
December	3,730	37,877	41,607	90,887	2,243	19,080	21,323
Total, 1886	76,154	295,783	371,937	1,108,427	49,134	134,398	183,532
Total, 1885	119,511	523,128	642,639	1,329,755	.....	.....	.....
Total, 1884	148,743	531,204	679,947	1,449,737	.....	.....	.....

Proportion of freight that went to and east of the termini of the trunk lines, about 33⅓ per cent.

Total shipment of freight eastward by the pool lines to tide-water.

To—	1886.	1885.	1884.
New York	86,714	176,864	129,373
Philadelphia	20,093	74,585	32,200
Baltimore	26,764	41,321	81,826
Boston	47,560	74,112	80,899
Portland	2,401	9,209	10,705
Total tons	183,532	376,901	335,003

Tons.	1886.	1885.	1884.
Total shipments eastward	1,108,427	1,329,755	1,449,737
Per cent. to tide-water	16.55	28.28	23.10

SAINT LOUIS COTTON MARKET.

The cotton business of the year 1886 was very satisfactory, the gross receipts having reached 472,682 bales, an increase of 62⅔ per cent. over the preceding year, while the net amount handled by our factors was 226,665 bales, an increase of 20¾ per cent.

These figures are very gratifying, and demonstrate that Saint Louis not only retains her hold upon this important part of her commerce, but every indication points to a large increase in the future. The principal sources of supply are the States of Arkansas and Texas. As these two great States develop their agricultural resources, their cotton crop will largely increase and Saint Louis will continue to be the point where the cotton will be marketed. Of the gross receipts of the year, 226,496 bales came from Arkansas, 211,046 bales from Texas, 9,726 bales from Missouri, and 2,802 bales from the Indian Territory, a total of 450,070 bales from west of the Mississippi, while from States east of the river there were received 22,612 bales, of which 10,176 bales came from Tennessee, 10,656 bales from Mississippi, 1,674 bales from Kentucky, and 106 bales from Louisiana.

The amount exported to Europe was less than in either of the two previous years, reaching only 89,609 bales, of which 86,121 bales went to England, the shipments eastward by rail, for consumption mostly, were 353,040 bales.

The stock on hand at the close of the year was 9,924 bales, a larger stock than ever before carried over into a new cotton year.

Saint Louis still enjoys superior advantages for the economical and careful handling of cotton, the warehouses being located alongside of the railroad tracks and on the river banks, thus avoiding drayage and damage.

Table showing the gross and net receipts of cotton at Saint Louis.

Season.	Gross receipts.	Through shipments.	Net receipts.
	Bales.	*Bales.*	*Bales.*
1886–'87	411,832	167,698	244,134
1885–'86	472,682	246,017	226,665
1884–'85	291,056	103,312	187,744
1883–'84	297,122	80,599	216,523
1882–'83	456,858	160,098	296,760
1881–'82	369,579	129,060	240,519
1880–'81	398,939	97,586	301,353
1879–'80	496,570	172,286	324,284
1878–'79	335,799	117,083	218,716
1877–'78	248,856	61,561	187,295
1876–'77	217,734	69,258	148,476
1875–'76	244,598	84,788	159,810
1874–'75	133,969	39,679	94,290
1873–'74	103,741	24,323	79,418
1872–'73	59,709	25,494	34,215

Monthly receipts and shipments for three seasons.

Months.	1886–'87.		1885–'86.		1884–'85.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
September	11,621	9,140	14,677	9,788	6,610	2,017
October	70,066	49,121	97,754	68,667	53,989	35,472
November	109,918	77,797	126,496	83,300	73,213	57,543
December	95,520	87,020	120,644	91,710	81,528	69,635
January	59,223	54,710	33,532	36,050	27,581	33,697
February	32,059	37,682	27,583	28,121	18,729	34,429
March	20,564	58,545	12,773	29,398	16,671	21,816
April	6,611	22,479	18,020	35,227	5,838	18,476
May	3,622	10,562	13,360	44,928	3,844	12,186
June	2,011	4,976	4,235	16,913	810	7,662
July	359	3,153	2,148	8,032	995	1,769
August	258	1,129	1,460	6,134	1,248	1,700
Total bales	411,832	416,314	472,682	458,268	291,056	286,402

Gross receipts of cotton for eighteen years.

Year.	Bales.	Year.	Bales.
1886–'87	411,832	1876–'77	217,734
1885–'86	472,682	1875–'76	244,598
1884–'85	291,056	1874–'75	133,969
1883–'84	297,122	1873–'74	103,741
1882–'83	456,858	1872–'73	59,709
1881–'82	369,579	1871–'72	36,421
1880–'81	398,939	1870–'71	20,270
1879–'80	496,570	1869–'70	18,518
1878–'79	335,799	1868–'69	16,696
1877–'78	248,856	1867–'68	39,024

Receipts of cotton by each route for four cotton years.

Routes.	1886–'87.	1885–'86.	1884–'85.	1883–'84.
	Bales.	*Bales.*	*Bales.*	*Bales.*
Saint Louis, Iron Mountain and Southern Railroad	233,222	297,958	177,124	200,197
Missouri Pacific (Kansas and Texas Division) Railroad	70,574	53,925	20,184	23,154
Mobile and Ohio Railroad	11,676	9,958	.....	.....
Saint Louis and San Francisco Railroad	49,015	47,321	40,228	33,159
Cairo Short Line Railroad	40,235	58,444	49,147	37,069
Louisville and Nashville Railroad	692	376	426	411
Lower Mississippi River boats	6,418	4,504	3,893	2,545
Other sources	.....	1,196	54	587
Total	411,832	472,682	291,056	297,122

Statement showing the sources of supply of cotton in bales for six years.

From—	1886–'87.	1885–'86.	1884–'85.	1883–'84.	1882–'83.	1881–'82.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
Arkansas	252,956	226,496	160,881	172,217	204,373	125,435
Texas	117,925	211,046	98,757	95,109	208,236	202,541
Missouri	14,274	9,726	7,748	5,705	15,279	18,175
Tennessee	14,344	10,176	8,450	15,820	14,602	10,665
Mississippi	6,418	10,656	8,143	3,718	6,805	8,141
Indian Territory	4,304	2,802	4,173	3,457	5,261	3,077
Alabama	54	.....	.....	.....	16	.....
Kentucky	1,509	1,674	2,824	1,034	1,883	1,217
Louisiana	48	106	80	62	309	177
Kansas	.....	.....	.....	.....	94	151
Total	411,832	472,682	291,056	297,122	456,858	369,579

Direction of shipments.

	1883–'84.	1884–'85.	1885–'86.	1886–'87.
For export to—	*Bales.*	*Bales.*	*Bales.*	*Bales.*
England	108,447	94,310	86,121	131,700
Germany	9,119	4,072	419	2,138
France	3,466	2,744	2,480	1,987
Belgium	555	4,506	589	550
Holland	50	209	.....	359
Denmark	30	30	.....	.....
Italy	50	1,024	.....	102
Russia	480	.....	.....	.....
Scotland	.....	19	.....	.....
Austria	.....	210	.....	.....
Spain	.....	.....	.....	75
Total exported by rail via Atlantic sea-board	122,197	107,124	89,609	136,911
Shipments eastward, by rail for consumption	157,938	160,380	353,040	260,500
Shipments eastward to Canada	8,576	13,735	13,984	15,091
Shipments southward by New Orleans boats	31	.....	1,000	.....
Shipments southward by rail	6,185	5,125	597	3,668
Shipments westward by rail and boats	11	10	3	106
Shipments northward by boat	130	28	35	38
Total shipments	295,068	286,402	458,268	416,314

Shipments of cotton by each route for three cotton years.

Route.	1886–'87.	1885–'86.	1884–'85.
	Bales.	*Bales.*	*Bales.*
Ohio and Mississippi Road	60,912	80,757	77,907
Indianapolis and Saint Louis Road	68,628	62,678	51,993
Wabash, Saint Louis and Pacific Road	80,228	90,205	51,301
Vandalia Road	84,641	119,262	47,826
Chicago and Alton Road	111,733	96,315	37,609
Louisville and Nashville Road	3,660	597	7,136
Toledo, Saint Louis and Kansas City Road	.....	130	6,996
Chicago, Burlington and Quincy Road	6,360	7,286	5,596
Upper Mississippi River boats	38	35	28
New Orleans boats	.....	1,000	.....
By rail westward	106	3	10
Total	416,314	458,268	286,402

Comparative statement, receipts, shipments, stock, and consumption of cotton for six years.

	1886–'87.	1885–'86.	1884–'85.	1883–'84.	1882–'83.	1881–'82.
Receipts	411,832	472,682	291,056	297,122	456,858	369,579
Stock on hand September 1	9,924	1,609	1,518	4,588	1,739	8,225
Total bales	421,756	474,291	292,574	301,710	458,597	377,804
Shipments	416,314	458,268	286,402	295,068	444,472	364,249
City consumption	1,302	4,000	.....	5,124	7,119	6,513
In compresses August 31	4,140	9,924	1,609	1,518	4,588	1,739
Unaccounted for	.....	2,099	4,563	.....	2,418	5,303
Total bales	421,756	474,291	292,574	301,710	458,597	377,804

Report of cotton compressed at Saint Louis.

Year ending August 31—	Receipts.	Shipments.	Stock.
	Bales.	*Bales.*	*Bales.*
1887	258,234	264,110	4,140
1886	240,183	231,868	9,924
1885	203,584	203,493	1,609
1884	228,414	231,484	1,518
1883	304,300	301,451	4,588
1882	259,151	265,637	1,739
1881	317,195	316,537	8,225
1880	358,124	351,818	7,467
1879	237,437	237,101	1,161
1878	205,861	206,537	825

Compresses and warehouses.

	Capital stock.	Storage capacity.	Capacity per day for compressing.
		Bales.	*Bales.*
Saint Louis	$625,000	240,000	6,000
Peper	250,000	18,000	1,500

Table showing the highest and lowest prices of middling cotton each month for four years.

Months.	1886–'87.		1885–'86.		1884–'85.		1883–'84.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September	$8\frac{7}{8}$	$9\frac{1}{4}$	$9\frac{1}{4}$	$9\frac{5}{8}$	$9\frac{5}{8}$	$10\frac{5}{8}$	$9\frac{5}{8}$	$10\frac{1}{8}$
October	$8\frac{5}{8}$	$9\frac{3}{16}$	$9\frac{5}{16}$	$9\frac{3}{8}$	$9\frac{5}{16}$	$9\frac{5}{8}$	$10\frac{1}{8}$	$10\frac{3}{8}$
November	$8\frac{1}{2}$	$8\frac{5}{8}$	$8\frac{7}{8}$	$9\frac{1}{16}$	$9\frac{7}{16}$	10	$9\frac{7}{8}$	$10\frac{1}{8}$
December	$8\frac{5}{8}$	9	$8\frac{5}{8}$	9	$9\frac{7}{8}$	$10\frac{3}{8}$	$9\frac{13}{16}$	$10\frac{1}{16}$
January	$8\frac{7}{8}$	9	$8\frac{5}{8}$	$8\frac{3}{4}$	$10\frac{1}{4}$	$10\frac{1}{2}$	10	$10\frac{3}{8}$
February	$8\frac{7}{8}$	$9\frac{1}{16}$	$8\frac{5}{16}$	$8\frac{3}{4}$	$10\frac{7}{16}$	$10\frac{5}{8}$	$10\frac{3}{16}$	$10\frac{3}{8}$
March	$9\frac{1}{8}$	10	$8\frac{3}{8}$	$8\frac{3}{4}$	$10\frac{3}{8}$	$10\frac{5}{8}$	$10\frac{5}{16}$	$11\frac{1}{8}$
April	10	$10\frac{3}{16}$	$8\frac{3}{4}$	$8\frac{7}{8}$	$10\frac{1}{8}$	$10\frac{1}{2}$	$11\frac{1}{8}$	$11\frac{5}{8}$
May	$10\frac{1}{4}$	$10\frac{7}{8}$	$8\frac{13}{16}$	9	$10\frac{1}{4}$	$10\frac{3}{8}$	$11\frac{3}{8}$	$11\frac{1}{2}$
June	$10\frac{5}{8}$	$10\frac{7}{8}$	$8\frac{7}{8}$	$8\frac{7}{8}$	$10\frac{1}{4}$	$10\frac{3}{8}$	$10\frac{7}{8}$	$11\frac{1}{2}$
July	$9\frac{5}{8}$	$10\frac{5}{8}$	$8\frac{7}{8}$	$9\frac{5}{8}$	10	$10\frac{1}{4}$	$10\frac{3}{4}$	11
August	$9\frac{1}{4}$	$9\frac{5}{8}$	9	$9\frac{5}{8}$	$9\frac{5}{8}$	10	$10\frac{5}{8}$	$10\frac{3}{4}$

	1886–'87.	1885–'86.	1884–'85.	1883–'84.	1882–'83.	1881–'82.	1880–'81.	1879–'80.
Average weight per bale:	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
Saint Louis receipts	502.00	502.50	498.00	495.00	490.00	493.00	500.00	500.00
Crop of United States	485.37	483.95	480.70	482.66	489.85	474.38	484.40	481.11

Freight rates to Liverpool are difficult of ascertainment, and not always representative when secured owing to cut rates, variableness in different seasons, and differences when deliverable at different sea-ports, as will be seen partly by the following:

	Article.	Date.	Amount.
			Cents.
Saint Louis to Liverpool	Cotton	Sept., 1885	79.81
Do	do	Oct., 1885	86.38
Do	do	do	83.09
Do	do	Oct., 1886	75.00
Do	do	Nov., 1886	76.53
Do	do	June, 1887	60.12

This by rail per 100 pounds; river rates not made, and river traffic of small consequence, as will be seen by tables above.

Freight rates by river.

Saint Louis to the Cumberland River and Nashville, Tenn.:

		Cents.
Flour and meal	per barrel	30
General freight	per 100 pounds	20
To Florence, Ala.:		
Flour and meal	per barrel	40
Do	per 100 pounds	20
To Cincinnati and Pittsburgh:		
Flour and meal	per barrel	30
Do	per 100 pounds	20
Grain, in round lots		15

Class.	Railroad rates per 100 pounds to—		Freight rates per 100 pounds to Kansas City.		By rail per 100 pounds to—	
	Nashville, Tenn.	Florence, Ala.	River.	Railroad.	Cincinnati.	Pittsburgh.
	Cents.		*Cents.*	*Cents.*	*Cents.*	*Cents.*
First	.68	$1.00	.50	.70	.40	.53½
Second	.58	.82	.40	.55	.34	.47
Third	.50	.72	.35	.40	.25	.34½
Fourth	.39	.52	.15	.30	.17	.25

Grain and flour to Cincinnati, 12½ cents.

Freight rates per 100 pounds from Saint Louis.

To—	River.				Railroad.			
	First class.	Second class.	Third class.	Fourth class.	First class.	Second class.	Third class.	Fourth class.
	Cents.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Cairo	.20	.15	.12½	.12½	.40	.35	.28	.25
Memphis	.40	.32	.28	.25	.50	.40	.35	.30
Vicksburgh	.50	.40	.35	.30	.75	.65	.55	.40
Natchez	.50	.40	.35	.30	.75	.65	.55	.40
Baton Rouge	.50	.40	.35	.30	.75	.65	.55	.40
New Orleans	.50	.40	.35	.30	.75	.65	.55	.40

Cotton by rail to Liverpool, compress included, costs about $3 per bale; rates vary slightly, but shipments are not made from Saint Louis by all-water route to Liverpool.

A practical railroad man recently said in the Saint Louis Globe-Democrat:

Saint Louis merchants are slow to catch on. Some never do. Ever since March, rates from Saint Louis to Missouri Pacific local stations between Kansas City and Omaha have been the same as from Saint Louis to Kansas City, Saint Joseph, Atchison, Leavenworth, or Omaha. The Missouri Pacific tariffs give Saint Louis an advantage over the Missouri River cities of from 8 cents to 15 cents on fourth class; 20 cents to 40 cents on first class, and proportionate advantages on other classes. The advantage is equivalent to the local rates paid by Missouri River jobbers. The Saint Louis jobber pays 87 cents on dry goods from New York to Saint Louis, and reships to, say, Hiawatha, for 70 cents, making $1.57 through. Now, the Kansas City jobber pays $1.57—New York to Kansas City, and reships, paying about 30 cents, or $1.87 through. The "Missouri River" tariff of the Pacific road is a good thing for Saint Louis, if her drummers knew how to show up the advantages in rates; but they don't, and in consequence Missouri River jobbers are doing most of the trade. If Saint Louis merchants will acquaint themselves with the advantages—post their drummers, and give the territory special attention—they will get that trade in spite of anything the Missouri River cities can do. The tariff gives Saint Louis relatively the same advantage over Kansas City that New York would have over Saint Louis, if the New York rates to all points in Missouri were the same as the rates from New York to Saint Louis.

SAINTE GENEVIEVE, MO.

Population, 1,600; county, 11,500; 2 flouring mills; 20 flouring mills in the county established in 1856 and 1883. Cone Mills turned out in 1886 30,500 barrels; and Saint Mary's about same quantity; capital invested, about $100,000. Cone Mill ($40,000) owned in Saint Louis; product sold mainly in Saint Louis; 40 per cent. of product consumed in the State; 80 per cent. goes to Saint Louis and 20 per cent. to New Orleans and Memphis—all by river route; about $25,000 paid in wages per year; close of the river shuts off shipments, and if protracted stops manufacturing. From the south about 250 tons of salt and cement was received in 1886, worth $2,500; from the north 1,000 tons of dry goods and groceries, lumber and farming implements, worth $250,000; about 250 tons of corn was shipped south, worth $2,000; about 4,000 tons of flour, bran, wool, poultry, cattle, hogs, and clover seed were shipped north, worth $200,000; no rail traffic; freight $3 per ton to and from Saint Louis, except flour at $2.50. There are 5 dry-goods houses, 2 millinery stores, 3 grocery stores, 3 agricultural implement stores, 2 stove and tin stores, 1 sewing-machine store, 2 printing establishments, 2 merchant flouring mills, 3 churches, 2 public-school buildings, 1 convent, and 2 parochial schools.

The western part of this county, being nearer to the Iron Mountain Railroad than to the river, uses the railroad as a means of shipping and receiving their supplies.

From 1872 to 1885 a large amount of copper ore was mined, smelted, and refined at this place.

Since 1885 nothing has been done with the mines, but there is a prospect that in the near future work will be recommenced, as the mines are not considered exhausted.

For a number of years the sandstone quarries, about 4 miles south of this city, were extensively worked, but the difficulty and expense of getting the product to market has caused a suspension. Should the projected railroad from Saint Louis to Memphis be built it would pass through these quarries and enable them to recommence work.

The Saint Louis Bridge, Equitable Insurance Building, and Singer Building, in Saint Louis, and State Capitol, Des Moines, Iowa, are built of this stone.

Previous to the settlement of *le vieux village de Sainte-Geneviève*, De Soto, with his Spanish cavaliers and miners in search of gold, as early as 1541, fifty years after Columbus discovered America, had visited the Sainte Genevieve district, and the spurs of the Ozark Mountains of Missouri. Francis Renault, of France, agent of the Company of the West, established himself near Fort Chartres, Ill., with his 200 miners and 500 slaves in the year 1720. Immediately he crossed the Mississippi River, and overran the district of Sainte Genevieve, with his miners and slaves, and commenced mining for the precious metals, succeeding only in discovering lead mines, and to this day can be seen the marks and diggings over this whole district of his exploring mining operations. Renault's only success was the smelting of lead, which was conveyed to Fort Chartres on pack-horses until 1735. After this the depot of mineral was made at *le vieux village de Sainte Geneviève.*

The original Sainte Geneviève was known by the name of "Le Vieux Village" (the old town), was located about 3 miles south of the present Sainte Genevieve, in what is known as "Le Grand Champ" (the big field), and was settled in the year 1735, being the oldest settlement in former Upper Louisiana, a portion of which is now Missouri, west of the Mississippi River. The old town was abandoned in 1785 on account of the great flood of the Father of Waters during that year, and known among inhabitants as "l'année des grandes eaux" (the year of the great waters), which destroyed all the settlements and the improvements in the lowlands of the valley in its mighty sweep to the Gulf. Originally this le grand champ contained about 4,000 arpents of land, all under one fence, and cultivated in common by the inhabitants, but now diminished to 3,000 arpents, caused by the encroachments of the river. *Le grand champ* (the big field) is one of the most beautiful and fertile bottoms of land on the face of the globe, and is every year decorated by the richest profusion of products which furnishes most of the necessities of life to the inhabitants of Sainte Genevieve, and also gives employment to a great number of its citizens in the cultivation of its rich and inexhaustible soil.

The present town of Sainte Genevieve is beautifully located on the verdant banks of the grand Mississippi, about 60 miles below the future great city of the world, Saint Louis, and sits in beauty amid surrounding and smiling hills. The town of Sainte Genevieve was first settled by French emigration in 1785, as before stated, by the inhabitants of le vieux village de Sainte-Geneviève (the old village of Sainte Genevieve), Cahokia, Kaskaskia, Fort Chartres, and other settlements of Illinois, on account of the great flood of that year, which induced them to seek safety here against calamities of that character in the future. The overflow of the Mississippi in the year 1785 has never been equaled since in its fearful waste of waters, for the valley was one vast sea from bluff to bluff, and presented a sight never to be forgotten by the many to which it brought desolation and destruction.

THE INDIANS.

The Indians who inhabited the immediate vicinity of the town of Sainte Genevieve at the time of its early settlement were a tribe of Peorias encamped south of the town along the bluffs that front the "big field." They were the remnants of a warlike tribe of the Illinois, and warm friends and strongly attached to the French inhabitants, who afterwards protected them from the neighboring Indians and marauders. In the district of Sainte Genevieve during the occupation of the French and Spanish government there were many Indian villages. One they called Le Grand Village Sauvage (the big Indian village), was south of Sainte Genevieve, and contained about 500 inhabitants, and was built on what is called La Petite Rivière à la Pomme (or Apple Creek), and now lies within the borders of Berry County. This village was located on the north of the creek and occupied by a tribe called Chawanons. They were industrious and brave. Their cabins were constructed of solid logs, and well cemented with a greasy dirt and other materials, which effectually protected them from the inclemency of the weather. They possessed many horses, keeping a large number of them on hand in case of attack by other warlike bands of savages who roamed through the country. The Chawanons were a tall, finely developed, and robust-looking people. Their women were pretty and exceeding swift of foot, and in dress were decorated with the most brilliant feathers, silver trinkets, etc. They cultivated corn and other products of the field, and were far more civilized than the generality of the other Indian tribes in Upper Louisiana. They worshipped the Great Spirit and believed after death that an abundance of all earthly things awaited them beyond the dark river.

The sister of the great Indian chief Tecumseh resided there. She was remarkable for her beauty and intelligence, and whilst on a visit to some neighboring tribes at New Madrid, Mo., became acquainted with and enamoured of a French creole by the name of François Maisonville, and shortly afterwards they were married according to Indian custom. Tecumseh, having visited Upper Louisiana immediately after the marriage for the purpose of exciting the various tribes to war, heard of it and became fierce and indignant, and forced his sister to return to Apple Creek village, where she remained for some time, but soon returned to her husband after Tecumseh left. They resided many years in New Madrid and raised a large family. Some of their descendants are now living there.

POPULATION AND COMMERCE OF SAINTE GENEVIEVE.

The census taken by the Spaniards in 1799, when Lieutenant-Governor De Lassus acted for Upper Louisiana, for Sainte Genevieve was 945 persons, and at the change of the government, in 1804, it was 1,300, one-third being slaves. The commerce of Sainte Genevieve in early times consisted principally in lead and peltries, and they had a large commerce on the Mississippi and Ohio Rivers by keel-boat transportation. The commercial men of Sainte Genevieve during the Territorial government, from 1804 to 1820, were remarkably active and successful in their business pursuits. At that time many merchants of Saint Louis had to make their purchases at Sainte Genevieve. Mr. Ferdinand Rozier, sr., a prominent merchant in those days, traveled from Sainte Genevieve to the city of Philadelphia six times on horseback to transact business Such trips at present would be looked upon as singular and romantic. Mr. Louis Bolduc, an old merchant, became by commerce very rich. Mr. Thomas Maddin, an American, also of wealth, offered to wager with Bolduc as to which had the most wealth. Bolduc soon silenced him by requesting him to bring his half-bushel to measure his silver money, which he kept at the time in his cellar.

The wealthy and enterprising house of Menard & Vallé was established in 1817, the memorable year that steam-power was introduced in Upper Louisiana (when the *General Pike*, commanded by Capt. Jacob Reed, who entered and fastened his boat August 1, 1817, at the port of Sainte Genevieve). This commercial firm had a large trade with the Indian tribes. Pierre Ménard, of Kaskaskia, one of the partners, was then Indian agent, and controlled a large business throughout the West. Sainte Genevieve, from its first settlement, was an important commercial point, for it was the depot of all the lead, copper, nickel, cobalt, and iron from the Iron Mountain, Pilot Knob, Mine Lamotte, Vallé Mines, and Potosi, up to the year 1857, when the Iron Mountain Railroad was built, that deprived Sainte Genevieve of this trade, which was afterward carried to Saint Louis.

CAIRO.

In many respects this is the most remarkable water center on the earth. All the land drained by the Missouri and Mississippi Rivers flow to this point, and from Wisconsin, New York, West Virginia, North Carolina, from the borders of South Carolina, from Georgia, Alabama, Tennessee, Kentucky, Mississippi, Ohio, Indiana, Missouri, and Illinois, there are contributions that swell the waters that wash the shores at Cairo, Ill.

Raw material, whether stone, timber, coal, or mineral, can be floated to this point, and the manufactured article can be floated away; navigation is never closed below the town, and the harbor is the finest on any stream in the United States. Cheap transportation lies here inviting capital and manufactures, and a curious feature of the situation is that no board of trade exists and no record is or has been made of the large business done by river and rail, so that comparatively little can be definitely told of local traffic, and that little only by infinite pains and research.

Pittsburgh floats iron ore from Iron Mountain, in Missouri, past Cairo, a thousand miles farther on, to use in her furnaces, where coal and ore and their product could all find convenient shipment to Cairo and thence to any point of the compass.

Before railroad days the tobacco and cotton trade from the Cumberland and Tennessee Rivers constituted a large share of business at this point; latterly that has all gone to the railroads, and railroads have taken also largely of the river traffic, that can now go direct and that formerly went round by water.

So favorably is Cairo situated for the purposes of manufacture that the Studebaker Wagon Manufacturing Company secures the timber here and ships it to their factory at South Bend, Ind., and the Singer Sewing Machine Company have established here a factory that turns out about 2,500 cases per day. Oak and hickory are the desirable timbers that are found convenient and abundant in this region.

The confluence of the rivers and the crossings of the numerous railroads naturally result in an extensive interchange and transfer of traffic, there being 4 regular transfer-boats for cars and 3 barges for tugs. There are 7 railway inclines to the water's edge, 2 on the Kentucky shore, 2 in Missouri, and 3 in Illinois, and the grand aggregate of cars handled in 1886 was 379,138; for six first months in 1887, 259,232.

BRIDGE AT CAIRO.

The growth of business has been such as to warrant the building of a bridge at this point over the Ohio River, by the Illinois Central Railway, and the work is being pressed with a view of finishing the work in 1890, or sooner if possible. The estimated cost is about $3,000,000, the bridge to be almost wholly made of steel. Including approaches the entire length will be about 3⅓ miles. The superstructure is to stand 53 feet above high-water and 105 in the clear above low-water mark. Experimental borings showed that rock bottom could not be found at a depth of 200 feet, so it has been determined to build the bridge upon caissons sunk by the plenum-pneumatic process to a depth of 75 feet below low water, and it will rest on a sand foundation. The caissons carrying the 518½-foot spans will be 30 by 70 by 50 feet high; those carrying the 400-foot spans will be 26 by 60 by 50 feet high.

Commencing at the Illinois end, at the upper end of town, about one mile and a half above the Illinois Central depot, and extending across the Ohio to the Kentucky shore, the distances—center of piers—will be as follows, exclusive of approaches: To first pier, 254 feet; second, 257 feet; third, 523½ feet; fourth, 523½ feet; fifth, 406½ feet; sixth, 405 feet; seventh, 405 feet; eighth, 405 feet; ninth, 405 feet; tenth, 405 feet; eleventh, 404 feet; twelfth, 257 feet—a total of 4,650½ feet.

The approaches are to be built on timber trestle, which will afterward be filled; the aggregate length of approaches will be about two miles and a half.

The structure is designed to sustain but one track and transfers, limited to railroad business, no wagon-way being contemplated.

The geographical importance of the site on which Cairo is built—at the confluence of two great rivers, the Mississippi and the Ohio—was understood and appreciated by the earliest pioneers who visited the locality. The first attempt at a settlement was made in 1818, when one William Bird acquired the title to 360 acres situated at the extreme point of the peninsula formed by the two rivers. A more pretentious attempt at settlement was made a few years later by a company calling itself the City and Bank Company of Cairo, who entered 1,800 acres of land adjoining Bird's and laid out a town on paper, but the scheme collapsed with the death of the moving spirit amongst the settlers, who even forfeited their claim to the 1,800 acres entered.

The actual foundation of Cairo may be dated from the year 1838, when the Cairo City and Land Company was formed. The objects of the company were to acquire the title to all the land, to construct dikes and canals, lay out a town, and sell lots. To secure funds for carrying on the works the property was placed by a deed of trust in the hands of the New York Insurance and Trust Company and bonds issued to the extent of $287,000 for negotiation.

In 1846 the company, by a quit-claim and trust deed, placed all the property in the hands of Thomas S. Taylor, of Philadelphia, and Charles Davis, of New York, as trustees for the Cairo City and Canal Company, the New York Life Insurance and Trust Company, and the bondholders. The beneficial interest in the property was divided into 35,000 shares and these allotted in certain proportions to the various interests represented, 5,000 shares being retained by the trustees for sale to raise funds to carry on improvements.

ITS RAILWAY SYSTEM.

The Mobile and Ohio, the great north and south trunk line, gives easy access to Saint Louis, and to the Gulf at the port of Mobile, and is one of the best and most popular railroads in the West. The Saint Louis division of this road was originally a Cairo enterprise and the people have for it a kindly feeling, which on its part it fully merits and appreciates.

The Illinois Central, another trunk line, reaching from Sioux City, Iowa, to New Orleans, is another great north and south outlet to the principal markets of the country, North, Northwest, and the great South and Gulf ports.

The "Cotton Belt" connects it with Arkansas, Texas, and the great Southwest, and is a valuable outlet in that direction.

The Saint Louis, Iron Mountain and Southern forms a competing line into the Southwest and gives another Gulf outlet to the port of Galveston as well as another Saint Louis line.

The Cairo, Vincennes and Chicago line forms a northern and northeastern outlet.

Add to this the Mississippi, Ohio, Tennessee, and Cumberland Rivers, all great navigable streams, converging at this point, and in many instances paralleling the railroads above mentioned, and it may be a pertinent question to ask, where is there another city so advantageously situated as this so far as transportation is concerned?

An indisputable fact becomes conspicuous in the figures and statistics of Cairo, and that is that no city in the Union does so much business in proportion to the population.

In 1881 the number of craft touching at Cairo (including Ohio River) was 3,583, with a tonnage of 1,469,151 tons; in 1885 the number was 1,583, with a tonnage of 970,702 tons (including Ohio River).

In 1885 1,583 Ohio boats of 482,000 tons landed at Cairo, and 79 boats passed without landing, showing a tremendous decrease in those years. The railroad tonnage increased from 1,134,507 tons in 1881 to 1,346,151 tons in 1885.

In 1884 the Illinois Central Railroad transferred by boat at Cairo 67,723 loaded freight cars and 8,000 passenger cars, and in 1885 the transfer amounted to 73,392 freight cars and 10,729 passenger cars.

Statement of the number of steamboat and barge arrivals at Cairo, Ill., from 1872 *to* 1886, *both inclusive.*

Year.	Number.	Tonnage.	Year.	Number.	Tonnage.
1872	4,105	1,486,717	1880	4,280	1,642,727
1873	4,274	1,730,133	1881	3,583	1,469,157
1874	3,803	1,322,029	1882	3,544	1,427,459
1875	3,322	1,175,105	1883	3,179	1,221,420
1876	3,190	1,157,610	1884	2,292	836,825
1877	3,237	1,196,929	1885	2,541	970,702
1878	3,209	1,184,453	1886	2,868	1,119,364
1879	3,474	1,275,213			

Arrivals and tonnage of steamboats and barges at Cairo, Ill., for the seven months from January 1, 1887, *to August* 1, 1887.

Month.	Arrivals.	Tonnage.	Month.	Arrivals.	Tonnage.
January	105	46,533	June	276	105,510
February	237	92,118	July	273	109,666
March	317	124,773			
April	303	119,432	Total	1,866	732,500
May	355	135,468			

Commerce, shipping, trade, and manufactures of the city of Cairo and Alexander County, Ill.

MANUFACTURES OF THE CITY AND COUNTY.

	Quantity of material used.	Value of material used.	Aggregate value of products.
Flour mills	1,189,840 bushels	$951,878.00	$1,536,333.00
Corn-meal mills	539,980 bushels	194,796.00	248,870.00
Saw mills	18,191,754 M feet	1,455,340.32	2,183,009.48
Wood manufactures		582,600.00	854,800.00
Iron manufactures		174,600.00	209,520.00
Other manufactures		138,300.00	175,000.00
Totals		3,497,514.32	5,207,529.48

Grain and produce trade of the city of Cairo and Alexander County, Ill.

TRADE OF THE RESIDENT MERCHANTS.

	Quantity.	Aggregate value.
Wheat ... bushels	765,000	$689,500.00
Corn ... do	2,089,343	473,056.91
Oats ... do	2,405,576	769,783.32
Hay ... tons	20,157	241,884.00
Bran ... do	4,510	63,140.00
Provisions ... pounds	867,000	54,187.50
Flour ... barrels	233,070	990,547.00
Corn meal ... do	56,500	113,000.00
Total value		3,395,098.73

RECEIVED FROM THE SOUTH AND SHIPPED TO THE NORTH BY RAILROAD.

	Quantity.	Aggregate value.
Cotton ... bales	517,070	$23,268,150.00
Lumber ... M feet	43,412,960	477,532.00
Cattle ... number	172,161	3,787,542.00
Fruits and vegetables ... pounds	5,828,021	174,840.00
Cotton seed ... tons	7,849	40,943.00
Total value		27,749,007.00

SHIPPED TO THE SOUTH BY RIVER.

	Quantity.	Aggregate value.
Wheat ... bushels	1,018,950	$1,018,950.00
Corn ... do	805,769	282,019.00
Oats ... do	1,496,534	578,890.88
Hay ... tons	7,134	92,742.00
Bran ... do	4,510	72,160.00
Flour ... barrels	41,722	177,318.50
Corn meal ... do	56,838	113,676.00
Provisions ... pounds	1,521,500	106,505.00
Merchandise ... packages	40,578	852,138.00
Lumber ... M feet	147,000	2,352.00
Coal ... tons	135,809	271,618.00
Salt ... barrels	50,600	113,850.00
Total value		3,682,219.38

SHIPPED TO THE NORTH BY RIVER.

	Quantity.	Aggregate value.
Cotton ... bales	59,958	$2,699,110.00
Tobacco ... hogsheads	350	52,500.00
Flour ... barrels	13,552	57,596.00
Oats ... bushels	22,213	7,108.00
Hay ... tons	496	5,952.00
Corn ... bushels	256,183	92,225.88
Merchandise ... packages	40,037	1,080,999.00
Lumber ... M feet	130,682	20,909.00
Fruits and vegetables ... packages	20,383	30,583.00
Total value		4,046,982.88

Statement of receipts by the railroads at Cairo, Ill., of freights from the North during the year 1886, and shipped to the South by rail.

	Quantity.	Aggregate value.
Flour ..... bushels...	679,250	$1,920,894.00
Corn ..... do.....	3,671,051	1,264,867.85
Oats ..... do.....	3,883,713	1,165,113.90
Hay ..... tons...	28,479	341,748.00
Provisions—pork, lard, and meats of all kinds ..... pounds...	35,546,669	2,132,800.14
Bran ..... tons...	1,617	25,872.00
Merchandise ..... packages...	737,913	16,224,086.00
Corn meal ..... barrels...	71,547	143,094.00
Coal ..... tons...	679,250	1,358,500.00
Salt ..... barrels...	63,916	143,811.00
Total value	.....	24,720,786.89

Number of cars handled.

	Six months of 1887.	1886.
	Cars.	*Cars.*
Mobile and Ohio	43,000	78,000
Saint Louis, Iron Mountain, and Southern	38,500	72,000
Illinois Central	96,380	97,000
Cairo, Vincennes, and Chicago	34,378	57,276
Saint Louis, Arkansas, and Texas	46,976	74,862
Total	259,232	379,138

NEW MADRID, MO.

Population of town, 1,200; of county, 8,000. Transportation all by river; freight, 12½ cents per hundred the year round. Chief town of the richest farm land in the United States. Supplies received from Saint Louis, Cincinnati, Memphis, and Evansville, but nearly nine-tenths from Saint Louis, Mo. Steam-boats average seven a week each way.

GAYOSO, MO.

Population, 500; county, 5,000; 1 cotton-gin; 10 cotton-gins in the county and 5 saw-mills, in operation one to ten years; 3,000 bales ginned; worth $35 per bale in 1886; 1,000,000 feet of lumber cut in 1886, worth $6 per 1,000; all capital owned in the county; product sold in Saint Louis and Memphis; transported wholly by river; wages $1.25 per day; closed river precludes shipment; received from north only merchandise; shipped 100 tons of freight south; shipped 500 tons of freight north; freight rates $5 per 1,000 feet on lumber to Saint Louis and Cincinnati; 75 cents a bale on cotton, and 20 to 50 cents per 100 on merchandise; four stores do about $50,000 of business; receive mercantile supplies from Saint Louis, Cincinnati, Cairo, Louisville, Evansville and Memphis, all by river; steamers from Saint Louis, Vicksburg, and Cincinnati stop ten times per week.

COTTONWOOD LANDING, MO.

Population, 100; county inhabitants, 5,000; 2 cotton-gins; 1 saw-mill; 1 blacksmith and 1 wagon shop; 20 cotton-gins in the county; saw-mills and shingle factories first built in 1865; saw-mills did $12,000 business in 1886, and 5,000 bales of cotton were ginned; all local capital; product sold in Saint Louis, Cincinnati, and Memphis; all shipped by river; $1 per day for operatives; all raw material grown in the county; overflow stops manufacturing; little received from the South in 1886; supplies all from the North; about all the cotton and corn was sent south; lumber, cattle, and hogs shipped north; no railroad; freight, 12½ to 50 cents per 100 pounds to Saint Louis and Memphis; 6 business houses; 2 cotton-gins; 1 saw-mill; 2 hotels; 1 church; 1,070 bales cotton ginned and shipped; 250,000 feet lumber sawed and shipped; $6,000 worth of goods sold; 2,000 bushels corn shipped; 1,000 head cattle and hogs shipped; 6 new buildings erected; supplies from Chicago, New York, Saint Louis, and Cincinnati, Boston, and Memphis mostly by river; six mails a week by river; three transient boats besides.

CROWELL'S, OR GOLDEN LAKE, ARK.

Population, 500; county, 10,000 inhabitants; river only means of transportation; name originally Crowell's, changed "when old man Golden got drowned in the lake;" retail business aggregated $100,000 for 1886; receives supplies mostly from Memphis, Tenn.; distribution extends to Osceola, Ark., and Fulton, Tenn.

CARUTHERSVILLE, MO.

Population, 300; county, 6,000 inhabitants; river only means of transportation; 800 bales cotton shipped south in 1886; 300 bales shipped north; about $75,000 worth of business each year.

OSCEOLA, ARK.

Population, 600; county inhabitants, 10,000; 7 cotton-gins in town and 25 in the county, and make 12,000 bales; pay laborers $20 per month; river the only mode of transportation; 7,500 tons of freight received from the south in 1886, worth $150,000; 2,500 tons of freight received from the north in 1886, worth $50,000; 3,750 tons of freight shipped south in 1886, worth $220,000; 10,000 tons of freight shipped north in 1886, worth $40,000. River freight to Memphis, 20 cents per 100 pounds; to Saint Louis 30 cents per 100 pounds.

County seat of Mississippi County, situate 80 miles above Memphis, 320 miles from Saint Louis; was incorporated 1876; good court-house, 6 churches, 3 white and 3 colored schools, and the town is in the heart of one of the most fertile districts in the South. Total local trade about $200,000 per annum; ships 5,000 bales of cotton and 40,000 sacks of cotton seed, the first worth $200,000 and the latter $20,000; products shipped to Saint Louis, Memphis, Cairo, and Cincinnati; boat arrivals average one per day.

HICKMAN, KY.

Population, 2,000; of county, 10,000; fine manufacturing establishments, with saw-mills, 35; established since 1880; aggregate product for 1886, $500,000; invested capital, $200,000, all local; manufactures consist of lumber, boxes, wagons, and pumps; sold in Kansas, Illinois, Texas, and New Orleans, the latter market taking flour, only a small percentage consumed in the home State; 80 per cent. goes by rail to Kansas and Illinois; wagon factories, 60 employés; pumps, 75; box factories, 25; flour, 20; saw-mills, 400; annual wages, $250,000 to $300,000; materials secured in immediate neighborhood; river never closed at Hickman and below; nothing received from the South in 1886; from the North 10 to 20 tons per week; considerable corn sent South; about 60 tons per month received by rail, valued at $3,000; about 800 tons shipped per month by rail, worth $15,000, to Saint Louis, New York, New Orleans, Kansas City, and Leavenworth; river and rail rates usually the same; situate at terminus of Nashville and Northwest Railroad; the center of a large lumber trade; 18 saw-mills, large wagon factory, pump factory, box factory, 3 planing-mills, flour-mill; fine corn and wheat country; manufacturing and agricultural products increasing largely; receive supplies from Saint Louis, Cincinnati, Louisville, and New Orleans, mostly by river; products sent to Union City and Nashville (Tenn.), Cairo (Ill.), and Evansville (Ind.); river business dead compared with what it was years ago; railroads driven boats from the water; outside boats can not compete with the big lines of steamers.

ASHPORT, TENN.

Population of town, 300; county, 30,000; one manufacturing establishment in town; 200 in county; established from 1830 to 1887; all capital owned by residents; product sold in Memphis, Saint Louis, Kansas City, Chicago, and Cincinnati; nine-tenths go out of the State, one-third by river and two-thirds by rail; each establishment runs from 5 to 30 employés; raw material, wood and cotton; floating ice or frozen river affects navigation seriously or stops it; river transportation 10 per cent. cheaper; town was settled in 1828; in 1886 2,000 bales of cotton shipped, 5 houses built, 1 cotton-gin, 1 saw-mill; $84,000 in goods retailed and 5,000,000 logs shipped; mercantile supplies received from the North by river and rail; local distributions confined to surrounding country; 200 boats arrive yearly.

HALE'S POINT, TENN.

Population, 500; 2 saw-mills and several cotton-gins; one mill sawed 5,000,000 feet of lumber in 1886, worth $2.50 to the mill as profit; half the capital is resident; sells

to Saint Louis; shipped by tow-boats and barges; 25 operatives, with total wages of $5,000; close of navigation shuts off shipments; value of freight received from South, approximately, $15,350; from the North, $7,700; value of freight shipped South, $25,000; shipped North, $8,500. No railroad nearer than 25 miles. No difference in river rates to and from Memphis during cold and warm weather, but to Saint Louis cold weather adds 50 cents.

Many years ago, one Sparrel Hale cut a canal connecting Forked Deer and Obion Rivers 4 miles from Hale's Point, which turned all the water down the old channel, around Needham's Island past Hale's Point, and put keel-boats in north and south fork of Forked Deer River and Obion River, which resulted in a very large shipping business at Hale's Point, connecting with all the interior towns, even Jackson and Trenton, Tenn. Previous to the building of the Mobile and Ohio Railroad there were shipped as many as 21,000 hogsheads of tobacco and 12,000 bales of cotton via Hale's Point each year. Since 1880 the Chesapeake, Ohio and Southwestern cut the town off from Dyersburgh, and now only local trade is done, which, however, has increased 50 per cent. since the war. Building has increased 50 per cent., and retail sales 100 per cent. Supplies received from Saint Louis, Memphis, and Evansville, Ind.

SAINT LOUIS TO MEMPHIS.

During August the river reaches its low stage, and September is likely to find the volume insufficient for satisfactory traffic unless early fall rains should intervene to swell the stream. But the continued decline in the quantity of water does not always involve a proportionate approach to the bottom of the river, for the bottom, curiously enough, often recedes as the waters diminish. For instance, if the gauge at Saint Louis should show 10 feet strong, Kinney Point, a shoal place, lower down the river, would show about 5½ feet, but when the Saint Louis gauge would disclose only 7 feet, Kinney Point would not measure only 2½, or a proportionate decline, but would more likely measure 4 feet or 4½ feet. The reason is, that as the river lowers its channel narrows, and the confined and concentrated stream carries the yielding mud away, and this is accelerated by the boats that rub against and stir up the muddy bottom. Paradoxical as it may seem, it is yet often true that the less water there is within the banks the more there is in the channel. But the water becomes shallower gradually till large craft can not take a full cargo, and it is a common practice for the Anchor Line steamers, with every facility and capability for heavy traffic and comfortable, even elegant travel, to load lightly above Cairo. From Saint Louis to Cairo there is much more transportation capacity than can be utilized, all because of inadequate river depth. And actual experience absolutely demonstrates that the difficulty can be easily obviated. Horsetail Bar, for example, was formerly a dangerous point on the river and a place of special dread to the boatmen; since the Government work was done not even delay has occurred there, danger is not thought of, and the channel is uniform, which latter can be said of few points on the whole river. Plum Point is another similar instance; formerly no more than 4 feet 10 inches could be relied upon, but on the 1st of August, 1887, at low water, the lead showed 8 feet, and in lead measurement 6 inches may be allowed—a sounding would doubtless have shown 8 feet 6 inches.

The absence of such improvements as have made Plum Point, Horsetail Bar, and other points safe and reliably navigable, entail upon boatmen the most elaborate care and labor in noting, recording, and reporting the different and unceasing changes in the crossings, the channel, obstructions, and the like. To a landsman these changes are incredible—to the boatmen daily and dangerous realities. Every pilot makes a diary of his experience and observation, and leaves his record at the next port for the benefit of the next to go over that course, whether up or down stream, and sometimes so marked and unsafe is the alteration or obstruction that a telegram is sent to the following boat.

The river now is full of snags, and as the water lowers more and more of them appear upon the surface. At the mouth of the Okaw River there is a stretch of about 3 miles of dangerous water, but it seems the Government snag-boats are unable to take advantage of the favorable season and water stage for want of appropriation. But snags, dangerous and abundant as they are, do not constitute the only obstruction. Sunken boats are a constant menace to life and property, and this danger could be easily obviated by the placing of barrel-buoys, but even this the idle Government's fleets can not accomplish for want of appropriation, while the Treasury is overrunning with surplus.

The famous New Madrid reach is peculiar, and thus far has received no benefit from the Government, though the unevenness of the bottom would seem to warrant attention. The earthquake that resulted in the "sunken land" and in Redfoot Lake, left the bed of the river also shaken up and deranged. The pilots have named that stretch of the river the "corn rows," because the lead will show first 12½ feet, then 23 feet, then 9 feet, then deep four or no bottom, and the bed does not seem to yield to the wear

and wash of the river as at other points. When the water recedes the bed does not recede with it, as noted above at Kinney point and other places.

The Government lights have proven to be of very great benefit, saving time and affording fixed and reliable marks by which pilots run without hesitancy where in former times it was necessary to lay by till next day or go ashore, build fires, and look for marks not discoverable at night. Steam-boat men only wish there were more of these lights.

But the landings are often made ludicrously inadequate and uncertain. There is no wharf-boat between Saint Louis and Cairo, nor between Cairo and Memphis, and yet boats put ashore considerable freight at different intervening points that supply large tracts of country back of the river. This is notably true of New Madrid. The landing is the boat stage, which is often run up the bank—anywhere—at an angle of 25 to 45 degrees, affording exhibitions of agility and feats of strength on the part of the roustabout, or black derrick, that would do credit to the professional acrobat.

These exigencies of the river trade have brought about an admirable disposition to oblige on the part of boatmen, so that their spirit of accommodation and kindliness has become proverbial, and officers are selected and retained who can best secure and keep the respect and confidence of patrons, and river traffic and travel have thus become the most enjoyable of all business and social intercourse in the West.

Nothing is left undone that will insure safety and expedition in business or comfort and pleasure in travel. Soundings are always taken at doubtful points; on the down trip the *Arkansas City* spent about an hour taking soundings at Twin Hollows, and though drawing but 5½ feet she rubbed bottom twice, once at Twin Hollows, where measurement showed 6 feet scant, and at Kinney Point, where the lead disclosed 5½ feet—this was about the first of August. On the 7th the *City of Providence* was delayed going up stream by running into 3-foot water just below Kennett's.

At Memphis there is always deep water and a good harbor, and a bridge is contemplated, but up to date the bridge enterprise has not taken definite shape.

MEMPHIS.

The steady advancement of this city for the past five years towards a higher social and commercial prosperity has often been the theme of writers, and throughout the country various publishers have anon been vigorous in their praise of Memphis and the enterprise of her people. There are few cities in the South, or even anywhere on the continent, that can show such evidences of material growth and general well-doing as can be seen even at the dullest of times in and around Memphis. The myriads of people who are breaking up from the old, worn-out plantations of the Southern interior are now turning their steps towards the fertile lands to be found in this section of the Mississippi Valley.

The river trade of Memphis, notwithstanding the encroachment of the numerous railroads, still forms an important factor in the commercial and business interests of this growing city. Years ago there was opposition in all the various trades, but now each is separate and distinct, with no conflicts or cutting of rates, all reaping a fair profit on stock invested. The season of 1886 began as follows:

The Lee Line comprised thes teamers *James Lee*, tri-weekly, to Friar's Point, and the *Coahoma*, tri-weekly, to Ashport, with the *Dean Adams* held in reserve; but the latter was burned at the landing on the night of May 23, together with her cargo, which she had brought that day from Osceola. This line now has the stern-wheel steamer *Gayoso* as a reserve boat.

The Memphis and Vicksburg Packet Line was composed of the steamers *Will S. Hays* and the *Kate Adams*. The former, during the early part of the year, made weekly trips to Vicksburg, and the *Kate Adams* made semi-weekly trips to Arkansas City.

The boats of the Arkansas River Packet Company Line comprised the steamers *E. W. Cole*, *Joe Peters*, and *R. L. Cobb*, one of which is kept as a reserve boat. During the business season two boats ran, making a semi-weekly line, but during the dull months one boat was found sufficient to do the business.

The Memphis and White River trade was represented by the steamers *Chickasaw*, *Alberta No. 3*, *De Smet*, and *Freddie Robinson*. There was direct opposition until the fall of the year, when Capt. Milt Harry, who ran the *De Smet* and *Robinson*, withdrew from the trade. Rates were restored and during the balance of the season Captain Postal ran the steamers *Chickasaw* and *A berta No. 3*.

The Memphis and Saint Francis River Line trade is under the management of the Lee Line, and ran the side-wheel steamer *Rene Macready* and the light-draught steamer *Ed. Foster*, making during the business season semi-weekly trips, and during the dull season one trip a week.

The season for the Memphis and Tiptonville trade opened with the *Gayoso* as a semi-weekly packet, but in the fall the steamer *Chesapeake*, a fine and fast side-wheel boat, was purchased and took the place of the *Gayoso*.

The Memphis and Cat Island short trade was represented by the steamer *Enquirer*, but she withdrew from the trade soon after the fall business set in.

The Memphis and New Orleans Line comprised the steamers *C. P. Chouteau* and *Helena*, each of which can carry the weight of 10,000 bales of cotton. They run only during the busy cotton season, then go to Saint Louis to spend the summer in the excursion business.

The Memphis and Cincinnati Packet Company during the past season comprised the steamers *De Soto*, *Ohio*, *Buckeye State*, and *Granite State*, which form a semi-weekly line between the two cities and receive a good patronage.

Transient lines include all steamers hailing from above and below this city doing regular business here, and include the famous Saint Louis and New Orleans Anchor Line, one or two of which passes here every day.

The Southern Transportation Line sends out two boats a week from Cincinnati, but they do very little here.

The Mississippi Valley Barge Line has a tow passing here every few days at irregular periods.

The ferries include the *General Pierson*, transfer steamer for the Memphis and Little Rock Railroad; the *Charles Merriam*, transfer steamer for the Kansas City, Springfield and Memphis Railroad; the *P. H. Kelly*, running between this city and West Memphis; the *Alice*, running between this city and Mound City, 5 miles up the river. During very high water the *Alice* goes to Marion, Ark., 5 miles back of Mound City.

RIVER TRANSPORTATION STATISTICS.

The river trade has its fiscal year, or business season, beginning on September 1 of each year, and ending August 31 each following year.

The reports of the Cotton Exchange furnish the following receipts of cotton by river:

By steamer—	Bales.	By steamer—	Bales.
Kate Adams	25,508	*Dean Adams*	2,795
James Lee	24,306	*Will S. Hays*	2,453
Coahoma	16,579	*R. L. Cobb*	2,556
Chickasaw	12,414	*Enquirer*	2,529
Joe Peters	6,395	*Tiger*	1,559
Anchor Line	5,257	*Ed Foster*	1,234
Gayoso	4,248	*Winnie*	1,006
De Smet	4,503	Memphis and Cincinnati Packet Company	304
Overton	4,045	Various	3,214
Rene Macready	3,511		
E. W. Cole	3,438		
Alberta	2,987	Total	129,851

Comparative statement of receipts and shipments of leading articles for 1886 *as compared with* 1885.

Articles.		Receipts.		Shipments.	
		1886.	1885.	1886.	1885.
Apples	barrels	33,509	24,083	22,087	15,356
Bran	sacks	35,935	56,175	36,074	50,128
Beans and pease	barrels	5,612	2,512	5,714	3,335
Butter	packages	11,872	9,853	4,275	4,308
Bagging	rolls	131,498	85,939	134,973	86,605
Bacon	packages	31,544	22,776	26,318	15,422
Boots and shoes	do	68,767	44,708	59,663	36,002
Corn	bushels	1,109,811	1,831,993	609,653	1,066,913
Cheese	packages	26,970	24,402	23,045	20,095
Coffee	sacks	56,075	42,230	50,795	41,970
Cotton*	bales	545,566	430,120	542,460	432,689
Cotton seed	sacks	1,301,512	1,050,676	.....	.....
Cotton-seed oil	barrels	12,338	10,187	70,235	51,863
Cotton-seed-oil meal	sacks	370	19,356	638,328	361,169
Cotton ties	bundles	150,336	91,472	154,677	99,163
Dry goods	packages	31,036	17,417	32,079	24,069
Eggs	do	12,422	9,224	1,805	3,053
Flour	barrels	269,117	260,175	264,845	198,829
Hay	bales	142,278	99,857	114,583	71,197
Hats	packages	8,209	6,826	6,170	8,165

Comparative statement of receipts and shipments of leading articles for 1886, *etc.*—Cont'd.

Articles.	Receipts.		Shipments.	
	1886.	1885.	1886.	1885.
Live stock:				
Hogs ....head...	10,721	12,077	1,683	1,053
Sheep ....do....	7,446	5,316	1,233	367
Cattle ....do....	9,759	11,242	3,327	7,967
Horses and mules ....do....	9,059	7,855	8,554	7,267
Lard ....packages...	72,110	60,226	49,893	31,932
Lumber ....M feet...	17,698½	14,408	10,201½	6,563
Liquors ....packages...	15,588	14,196	13,642	14,014
Meal ....barrels...	29,246	15,932	94,116	105,864
Molasses ....do....	15,469	15,602	23,679	18,602
Nails ....kegs...	89,293	65,406	69,035	57,027
Oats ....bushels...	809,361	869,832	592,805	304,099
Onions ....barrels...	9,327	8,781	7,348	9,221
Potatoes ....do....	53,245	64,386	72,120	75,002
Pork ....do....	4,365	4,308	6,215	12,119
Pork sides ....pounds...	36,857,500	35,637,000	35,406,283	29,189,089
Rice ....packages...	1,954	.....	2,405	.....
Sugar ....hogsheads....	1,376	1,939	1,240	1,364
Sugar ....barrels....	52,765	37,834	44,120	34,498
Tobacco ....packages....	67,822	53,119	60,989	46,831
Wheat ....bushels...	262,583	119,967	9,110	11,083

*Receipts and shipments of cotton are for the year ending September 1.

Movement of grain during 1886.

[Grain received and delivered by regular Memphis elevators from January 1 to December 31, 1886. Compiled from daily reports furnished Memphis Merchants' Exchange.]

	Corn.			Oats.			Wheat.		
	Bulk.	Sacks.	Total.	Bulk.	Sacks.	Total.	Bulk.	Sacks.	Total.
	Bushels.		*Bushels.*	*Bushels.*		*Bushels.*	*Bushels.*		*Bushels.*
In store January 1, 1886..	55,143	1,678	60,447	54,528	15,414	131,598	24,813	.....	24,813
Received since	574,432	98,530	870,022	531,975	91,970	1,021,825	40,884	174	41,406
Delivered	625,069	99,709	924,296	588,111	92,384	950,031	65,208	174	65,730
In store Dec. 31, 1886.....	4,506	589	6,273	128,392	15,000	203,392	489	.....	489

Comparative statement of the amount of business transacted by Memphis Clearing House in 1884, 1885, *and* 1886.

Months.	Clearings.			Balances.		
	1884.	1885.	1886.	1884.	1885.	1886.
January	$6,518,382.53	$7,832,213.51	$7,953,527.78	$1,152,990.62	$1,619,026.71	$2,429,196.32
February ...	5,758,551.70	6,691,954.79	6,515,674.72	1,229,130.18	1,537,545.40	1,613,939.15
March	6,260,491.62	7,027,253 01	7,960,910.29	1,126,690.07	1,748,493.29	2,006,825.93
April	6,118,043.09	5,107,295.97	6,627,488.00	1,428,499.86	1,459,004.87	1,604,020.96
May	3,557,890.36	4,322,123.74	5,882,034.43	703,590.86	1,298,723.30	1,722,109.43
June	2,952,988.66	3,925,862.71	4,784,293.01	751,999.27	1,129,072.54	1,369,783.47
July	2,364,882.08	3,224,969.20	4,638,380.56	507,894.93	921,895.51	1,505,866.26
August	2,121,127.11	2,918,628.60	3,577,844.32	513,155.69	1,030,463.10	1,505,390.74
September .	2,139,501.02	3,700,455.41	4,281,872.45	513,107.62	1,318,236.45	1,504,335.48
October	5,500,186.37	6,595,745.06	7,666,552.36	954,232.63	1,210,445.47	1,885,587.75
November..	7,886,143.86	8,516,303.41	11,041,154.45	1,299,335.51	1,711,022.84	2,176,586.30
December...	9,062,172.36	7,841,134.76	11,712,460.53	1,692,302.85	1,292,207.46	2,306,944.05
Total...	60,040,360.76	67,703,940.17	82,642,192.90	11,872,930.09	16,276,136.94	21,630,585.84
Increase.....	.....	7,663,579.41	14,938,252.73	.....	4,403,206.85	5,354,448.90

Aggregate clearings and balances:

1886	$104,272,778.74
1885	83,980,077.11
1884	71,913,290.85

EDWARD GOLDSMITH, *Manager.*

Rates of freight by river from Memphis to New Orleans (distance, 800 miles):

Cotton	per bale	$1.00
Cotton-seed meal	per long ton	3.00

Rates of freight by rail from Memphis to New Orleans (distance, 440 miles):

Cotton	per bale	1.00
Cotton-seed meal	per long ton	2.00

Rates of freight to interior points whither there is no water competition:

Montgomery, Ala. (371 miles)	grain, cwt	$0.22
Chehaw, Ala. (410 miles)	do	.35
Opelika, Ala. (437 miles)	do	.31

Number of cars of freight and kind crossed east to west by the transfer-steamer Memphis and Little Rock Railroad during 1886.

	Cars.
Coal	340
Live stock	156
Lumber	151
Merchandise	5,541
Grain	49
Oil	2
Rails	9
Total	6,248

Number of cars of freight and kind crossed east to west by the transfer-steamer Kansas City, Springfield and Memphis Railroad during 1886.

	Cars.
Sugar and molasses	770
Coffee	55
Rice	334
Oranges and lemons	92
Nuts and fruits	260
Lumber	825
Pig-iron	109
Nails	50
Stoves	17
Iron (not pig)	118
Cattle	30
Miscellaneous	5,134
Total	7,794

RECAPITULATION.

	Cars.
Crossed west to east	17,898
Crossed east to west	7,794
Total movement	25,692

Number of cars of freight and kind crossed west to east by the transfer-steamer Memphis and Little Rock Railroad during 1886

	Cars.
Cotton	4,488
Grain	298
Stone	15
Coal	3
Cotton seed	30
Cotton-seed meal	206
Cotton-seed oil	165
Lumber	866
Stock	311

Number of cars of freight and kind crossed west to east, etc.—Continued.

	Cars.
Merchandise	302
Hay	227
Iron	65
Total	6,976

RECAPITULATION.

[Memphis and Little Rock Railroad.]

Crossed east to west	6,248
Crossed west to east	6,976
Total movement	13,224

Number of cars of freight and kind crossed west to east by the transfer-steamer Kansas City, Springfield and Memphis Railroad during 1886.

	Cars.
Packing-house products	4,755
Fresh beef	227
Flour	1,201
Meal	271
Wheat	1,404
Corn	3,082
Oats	858
Hay	406
Feed and bran	134
Lumber	316
Stone	368
Horses and mules	110
Cattle	83
Hogs	34
Sheep	3
Cotton seed	264
Miscellaneous	4,382
Total	17,898

IMPROVEMENT OF THE MISSISSIPPI RIVER.

The propriety, or rather the necessity—if the matter be looked at from the standpoint of political and commercial justice—of giving national attention and aid to the improvement of the Mississippi has been urged for years by the people of the great valley drained by the Father of Waters. Numerous conventions have been held, as indicated in other pages of this report, and memorials have been presented to Congress setting forth the abundant and impressive facts as to area of country interested, difficulties to be surmounted, and the traffic to be handled.

The best minds in business, in education, in the professions, and in politics have given attention to questions of bettering Mississippi transportation, and the records are full of interesting data, the merest glimpse at which can be given in this report. In 1866 a convention was called which met in Saint Louis on the 12th of February, 1867, and the information elicited and presented in the memorial to Congress was rich in statistics and clear and strong in statement. Among other things it was shown that the modes of transportation ranked as follows: Ocean cost $1\frac{1}{2}$; lake 2; river $2\frac{3}{4}$; canal 5, and railroad $12\frac{1}{2}$ to $13\frac{2}{3}$ or 65 mills per ton per mile of average freight; that by delays from river obstructions the commerce of the Mississippi was burdened by an expense of nearly $66,000,000; that there was a saving of 30 cents a bushel on grain via New Orleans; that the river trade (Ohio included) even then amounted to nearly 8,000,000 tons, and that all this almost inconceivable interest was subject to delays and costly inconveniences entirely within the power of engineering skill to obviate.

The findings of the investigators were aided and indorsed by such able men as James B. Eads, E. O. Stanard, Professor Waterhouse, G. B. Allen, Theodore Cook, Joseph Brown, and others of like ability and distinction.

But there have been several conventions in the interest of Mississippi River improvement, the first of notable consequence being held in Memphis, Tenn., forty-two years ago, and presided over by the eminent South Carolinian, John C. Calhoun.

In 1847 a convention was held in Chicago with the same ends in view, in the proceedings of which such men as Lincoln, Corwin, Schenck, Greeley, David Dudley Field, and Thomas Butler King participated, and Henry Clay and Silas Wright sent favorable letters. Four years later a similar convention was held in Burlington, Iowa. In 1866 Dubuque held such a convention. In 1867 Saint Louis called another; in the same year Keokuk held another. New Orleans in 1869, 1875, 1876, 1879, and 1880, and Saint Louis had conferences in 1872 and 1873. Vicksburg held a river convention in 1875; Saint Paul in 1877; Quincy in 1879, and Davenport in 1881, and other smaller meetings were held at various points having the good of the river or some portion of it as the object, so that it is clearly demonstrated that contiguous country and interested localities are, and for many years have been, in the most profound earnest on the subject, and an interesting and exhaustive literature has grown out of the papers and debates.

As an instance of the improvement in river navigation, it is cited that in 1819 the first steam-boat came from New Orleans to Saint Louis, carrying 130 tons, consuming twenty-seven days; now steamers of 2,000 tons make the distance in six and seven days. Ocean steam-ship travel shows not even approximate improvement with all its progress, which demonstrates the benefit of attention to and betterment of the river channel.

The convention held in Saint Louis in 1881 elicited a great deal of valuable information, much of which was new and some confirmatory of statements and theories of the river commission.

The facts seem to be that the lands subject to overflow from Saint Francis Basin to Memphis are as follows:

Basin.	State.	Square miles.	Acres.
Saint Francis Basin and Front	Illinois	65	41,600
	Missouri	2,874	1,839,360
	Kentucky	125	80,000
	Tennessee	426	272,640
	Arkansas	3,216	2,058,240
	Total	6,706	4,291,840

This is subject to the qualification that the area computed above extends some 70 miles (river way) below the city of Memphis.

The Saint Louis convention, after discussing the matter of overflow, adopted the following resolution:

"*Resolved*, That the importance of the subject of reclaiming and protecting from overflow, by the annual floods of the Mississippi River, of the great region within its delta, can not be overestimated. The Mississippi River is the natural drain of a vast area of our territory between the Rocky and Alleghany Mountains, and from our northerly boundary to the Gulf of Mexico, and embracing over 1,200,000 square miles. It embraces portions of the States of Missouri, Illinois, Arkansas, Tennessee, Mississippi, and Louisiana, and contains about 38,700 square miles, or, in acres, in the aggregate, 24,768,000; of this amount there are 4,000 miles of sea-marsh, and irreclaimable, leaving 22,208,000 acres of fertile land, wholly idle and useless, on account of its annually being inundated by the waters of the Mississippi.

"The soil is rich alluvial deposit and inexhaustible. Plantations so situated as to be free from the invasion of the floods, without fertilizers, produce crops of sugar, cotton, rice, and corn as when first redeemed from the forest. The land subject to overflow, if protected by levees and reclaimed, is capable of sustaining not less than 20,000,000 people. Its productions would be the richest in the world, averaging two bales of cotton to the acre; 2,000 pounds of sugar, besides molasses, etc., to the acre, and 40 bushels of corn; and other cereals, as well as vegetables aud fruits, grow in profusion. In fact, the wealth of the overflowed lands of the Mississippi Valley are exhaustless and inexhaustible, and yet this favored region is decaying, becoming a waste and a wilderness, because of the annual floods of the river which divides its center.

"The work to reclaim this vast region should be the solemn and immediate duty of the General Government, and to restore it to the hands of the husbandman."

It was further resolved (page 87) that no State alone can build its levees, because of the independence of its topography. A system to be efficient in one must comprehend them all. The interior is a basin or series of basins, the water, whenever let in, submerges the basins alike.

After days of discussion and deliberation by the most able and conscientious men of the Mississippi Valley, or of the whole country, the following, among other, resolutions were adopted:

"*Resolved*, That this convention recognizes with extreme satisfaction and emphatic approval in the passage of the act of Congress of June 28, 1879, "for the appointment of a Mississippi River Commission," and in the comprehensive and scientific surveys and important recommendations made by distinguished engineers appointed on that Commission, as set forth in their reports of February 17, 1880, and January 8, 1881, the first well considered and effectual step toward the complete and permanent opening of the Mississippi Valley to the markets of the world; but would also strongly express its regret at the refusal of the last Congress, after creating said Commission and notwithstanding the deliberate and emphatic approval of their plans by the House Committee on Improvement of the Mississippi, to appropriate the amount estimated and recommended by said Commission for doing the work by them carefully laid out and proposed; and be it further

"*Resolved*, That in the deliberate and earnest judgment of this convention, delegated to represent the interests in that behalf of more than one-half the States and Territories of the Union, inhabitated by more than one-half of its entire population, from whom is collected above 70 per cent. of the internal revenue of the nation, whose internal commerce is already one-half that of the whole United States, more than twelve times greater than the total foreign commerce of the nation, and larger than the total foreign commerce of the world—but upon whose industry is this year levied, by the obstacle to the safe and easy navigation of the Mississippi River and its navigable tributaries, a needless direct tax, by way of increased freights and insurance, demurrage, wrecks, and repairs of not less than $10,000,000. It is the imperative duty of Congress and the right of the people, for whom this convention is authorized to speak, that the legislation thus wisely begun, be made effectual and permanent by enlarging the powers of the River Commission to include the active prosecution of the works already recommended by them, and by the regular and separate appropriations, from year to year, of such sums as said Commission, acting under the reasonable supervision of Congress, shall report as necessary to that end; so that this great and indispensable work, national in every sense, shall no longer be delayed; and be it further

"*Resolved*, That the scientific and comprehensive system of river improvement, by a competent commission, thus inaugurated, should be applied to the complete and permanent improvement and maintenance of all the navigable tributaries of the great river; and be it further

"*Resolved*, That this convention recognizes, with great satisfaction, the benefits already resulting to the navigation of the Mississippi River and its principal tributaries by the extension of the light-house system thereto; and expresses the earnest hope that the partial lighting of those rivers may be speedily enlarged, by increasing the number of districts and lights to such an extent as the Light-House Board, in consultation with the River Commission, shall find necessary to render such service completely efficient."

The resolutions contain the best judgment of very able and eminent men who would not stand good for a wrong statement; but they were at the same time interested parties, and it is neither unfair nor unsafe to allow something for their interest and for the uncritical habit of such bodies in accepting resolutions tending to promote their common aim without close and careful discrimination. The amount of land involved is doubtless approximately correct, as will appear by reference to the tables and measurements of the Government engineers. But the number of people given which such reclaimed lands could sustain (20,000,000) is open to question. The reclaimed land would be richer than the average soil, of course, and an entirely safe computation, 5 acres to the man, would make an aggregate of about 5,000,000 people, or more than enough for two additional States to the Union.

At the convention held for the improvement of the Mississippi in Washington in February, 1884, ex-governor E. O. Stanard, of Saint Louis, cited the report of the Senate committee, consisting of the five Senators, Logan, Sawyer, Jonas, Jones, and Walker, in support of the good already accomplished by the doings of the River Commission, and at the same convention the following resolutions were unanimously adopted:

"*Resolved*, (1) That the interests for which this convention is authorized to speak are entitled in the highest degree to consideration from the National Legislature, to which is intrusted by the Constitution as well the regulation of commerce between the States as the promotion of the general welfare. The domestic commerce affected is already one-half that of the whole United States—more than twelve times greater than the total foreign commerce of the nation and larger than the total foreign commerce of the world. Upon this vast commerce has been levied, year by year, a direct and wasteful tax, enormous in amount, by way of increased freight, insurance, demurrage, wrecks, and repairs, caused by sand-bars, snags, treacherous banks, and other obstacles to the safe and easy navigation of the Mississippi River and its navigable tributaries. No exercise of the power of Congress can be more legitimate or more just than the relief of that commerce, and of the immense and varied industries which support it, from such need-

less burdens, by removing those obstacles to navigation. To have acquired these great water ways and the vast territory which they drain was the triumph of early American statesmanship. To restrain their mighty floods and direct their resistless energies is the achievement of its latest science. It is for the statesmanship of to-day to complete that triumph by calling that science permanently to its aid.

"(2.) That we earnestly reaffirm the declaration of the river improvement convention which met in Saint Louis in October, 1881, that it is the manifest and imperative duty of the Government of the United States to cause to be made such improvement of the Mississippi River and its navigable tributaries as shall permanently secure the safe and easy navigation thereof. Especially is this duty obvious and our demand justified in view of the donations already made by Congress in land, amounting to nearly 200,000,000 acres, and in bonds issued or guarantied nearly $100,000,000 more in aid of artificial highways, the property of individuals, and which even at lowest rates must furnish the most costly form of transportation on a large scale, as compared with appropriations not yet one-tenth so great in all, for the improvement of more than 15,000 miles of natural water ways, whose freedom from tax or monopoly is protected by constitutional guaranties, while in cheaper service and unrestricted competition they afford the most efficient check upon exorbitant charges by any other route to the sea.

"(3.) That we also emphatically approve the creation by Congress of the Mississippi River Commission, as the first well-considered and effectual step towards completely and permanently opening the Mississippi Valley to the markets of the world. The work of that Commission has passed out of the region of experiment, and has fully justified the expenditure made and plans adopted for the improvement of the lower river. We especially approve their plans for preserving to the main river all the water of all its tributaries, and for removing all obstructions, whether natural or artificial, which may tend to deflect or draw off any portion of the same. We also declare that the system now being successfully prosecuted under the direction of the Secretary of War for the improvement of the Upper Mississippi meets with general approval. In the judgment of this convention the said improvements ought to be continued under the same system, general plans, and jurisdiction, respectively, as at present. We also earnestly urge upon Congress that the scientific and comprehensive system of river improvement, by a competent commission, thus inaugurated as to the Mississippi, should be applied without delay to the complete and permanent improvement of the Mississippi, the Ohio, and other navigable rivers. And a true economy dictates that all such work should be carried on by liberal and regular appropriations.

"(4) That in the interest of cheap transportation and to afford a choice of water routes to the seaboard, we regard connections between the navigable waters of the Upper Mississippi and the great lakes as of great importance, and that Congress, in making appropriations, ought to have regard to the establishment of free water communication between the valley of the great river of the West and tide water of the East, in accordance with the recommendation heretofore made by the President of the United States in his special message on this subject.

"(5) That we desire to express our cordial appreciation and acknowledgment of the broad and patriotic views expressed and the important services rendered to the improvement of the water ways of the West by the President of the United States in his official acts and declarations, from the time of his accession to that high office.

"(6) We also recognize the wisdom of Congress in the appropriations heretofore made for the improvement of the rivers of the West, at the same time observing with satisfaction the recent recommendation of the Senate Select Committee on the Mississippi River Improvement that 'if the work of improvement be worth doing it is worth doing well, and that to secure thoroughness, permanency, and economy in its prosecution a uniform system should be adopted and adhered to.'

"(7) That we also recognize with great satisfaction the benefits which have resulted to the navigation of the Mississippi River and its principal tributaries from the extension of the light-house system thereto, and renew the hope that the number of districts and lights therein may be increased to such extent as the Light-House Board, in consultation with the River Commission, shall find necessary to render such service completely efficient.

"(8) That we approve the action of the executive committee on the improvement of the Western water ways, and request that it continue its labors in the direction and for the purposes for which it has been formed, until the Mississippi River and its navigable tributaries are in such condition as the safety of the people and the interests of commerce demand and deserve. And said committee are authorized and requested to take proper steps for presenting to Congress a suitable memorial in the sense of the foregoing resolutions, and for publishing and distributing the proceedings of this convention."

OF TRANSPORTATION GENERALLY.

A committee appointed by the Merchants' Exchange reported as follows:

To the President and Board of Directors of the Merchants' Exchange of Saint Louis:

In submitting our report for the year ending December 31, 1886, we beg to call your attention to a few facts in connection with the work of the committee.

In our last annual report we advised you of having secured the consent of a majority of the trunk lines to make the rates from the seaboard to East Saint Louis 116 per cent. of the Chicago rate instead of 119 per cent., which it had been theretofore. The promised change went into effect March 10, 1886, and has since prevailed, and will continue. The beneficial effects of the reduction have been very sensibly felt by the manufacturing and jobbing interests of the city.

Upon the organization of the committee, the jobbers assured us that if this result could be obtained, not only would the existence of the committee be justified, but the wisdom of its continuance clearly demonstrated. The change means a saving of 3 cents on every dollar paid for freight shipped from any point east of the Allegheny Mountains to East Saint Louis, and is an annual saving to the very large houses of from $4,000 to $7,500 per annum. In the aggregate it is estimated to be a saving of at least $500,000 per annum to the city's commerce. This discrimination against Saint Louis had existed since 1871, and, although palpably unjust, several previous attempts to remove it had proved unavailing.

Our last annual report also informed you of the beginning of an effort to correct the great discrimination existing against Saint Louis in "Southwestern" rates. As we anticipated, that fight has proved to be an herculean task. Nothing daunted, however, we have constantly had the object in view, and have pursued it with unwavering fidelity and untiring energy. We consider it the most important freight struggle ever undertaken for the commercial interests of Saint Louis, and trust our successors will continue in the same line which we began. The overcharges between Saint Louis and Kansas City, as compared with rates between Chicago and Kansas City, amount to 23 cents per 100 pounds on first class; 16 cents on second; 14 cents on third; 12 cents on fourth; 9½ cents on fifth; 7 cents on meat, wheat, and flour; 4½ cents on corn, oats, and hay; 73 cents per ton on hard lumber west-bound, and $1.11 on same east-bound; 60 cents on soft lumber; 82 cents on ore, bullion, etc.; $15 per car on horses and mules; $13.50 on cattle; $3 on hogs; $4 on sheep, and other articles in proportion. We are striving to secure the same rate per ton per mile between Saint Louis and the Missouri River as at the same time prevail between Chicago and the Missouri River points. In other words, we are trying to have the Southwestern Association adopt the same basis for rates between its Missouri River points and Chicago and Saint Louis as that governing between New York and Chicago and East Saint Louis. Rates to and from Missouri River points, viz, Kansas City, Leavenworth, Atchison, Saint Joseph, Council Bluffs, and Omaha, with few exceptions, base the rates between Saint Louis and points beyond the Missouri River as far west as California, as far north as the Northern Pacific, and as far south as the Southern Pacific.

List of accidents on Western waters during the years 1886 *and* 1887.

Date.		Name of vessel.	Remarks.
1886.			
Jan.	1	Steamer *H. T. Dexter*	Snagged and sunk 25 miles below Evansville.
	4	Steamer *H. D. Chipley*	Sunk in Chattahoochie River.
	18	Tug *Modoc*	Exploded her boilers at Pittsburgh, killing one and wounding two of the crew; tug valued at $4,000.
	20	Steamer *Keokuk*	Lost a barge in Red River, below New Poland.
	21	Tow-boat *Ark*	Was sunk near Wheeling.
	30	Steamer *John B. Maude*	Was totally destroyed by fire at New Orleans; was valued at $30,000; insured for $10,000.
Feb.	11	Tow-boat *Nellie Speer*	Lost three of her coal flats at Rising Sun.
	12		The ice at Saint Louis struck the Mississippi Valley wharf-boat and sunk it.
	12	Steamer *Athlete*	Caught fire and burned to the water's edge near Jacksonville; was valued at $20,000; insured for $10,000.
	15	Tow-boat *Lulu Worth*	Sunk and total loss, caused by ice moving at Saint Louis.
	15	Transfer-boat *Pacific No. 2*	Do.
	15	Wrecking-boat *T. F. Eckert*	Damaged by ice moving at Saint Louis.
	15	Steamer *Nellie Peck*	Do.
	15	Steamer *General Rucker*	Do.
	15	Steamer *J. C. McMullin*	Do.
	15	Steamer *Andrew Christy*	Do.

List of accidents on Western waters during the years 1886 *and* 1887—Continued.

Date.	Name of vessel.	Remarks.
1886.		
Feb. 15	One barge	Loaded with ore damaged by ice at Saint Louis.
16	Government steamer *A. A. Humphreys.*	Sunk by ice moving at Bushberg, 25 miles below Saint Louis; damaged the river commission fleet and workings to the amount of $300,000.
17	Tow-boat *Lioness No.* 2	Struck her tow of barges against bridge at Beaver, losing two of them.
20	Tow-boat *John F. Walton*	Ran her tow against pier of the Cincinnati bridge and sank three barges, containing 32,000 bushels of coal.
23	Steamer *Jennie May*	Struck a snag and sunk, below Fort Smith. Her cargo, which was above decks, was carried away. No insurance on boat or cargo.
Mar. 10	Steamer *George Strecker*	Burned at Beverly, Ohio; boat valued at $6,000; insured for $4,000.
10	Steamers *Sciota* and *Bostona*	Collided at Middleport; slight damages to both.
24	Steamer *Josh Cook*	Sunk a boat of coal and one fuel barge at Steubenville, by striking bridge.
24	Tow-boat *John Moran*	Ran into coal fleet of Brown's Sons at landing, Steubenville, and sank six of Brown's barges.
31	Tow-boat *Iron Age*	Sunk a coal boat going over the falls at Louisville.
April 1	Tug *John P. Keiser*	With barge in tow, struck middle pier of Saint Louis bridge and sunk; was total loss; valued at $10,000; no insurance. The barge was saved.
4	Tow-boat *Oakland*	Sank two of her barges loaded with ice below Sainte Genevieve; loss $5,000; insured.
6	Steamer *Mountain Boy*	Was capsized in gale opposite Owensborough; was a total loss; value, $5,000.
7	Propeller *Alf Stevens*	Struck a stump and broke in two in Cumberland River; insured for $2,000.
10	Steamer *Henry A. Tyler*	Struck the railroad bridge above Paducah, and tore away 75 feet of her upper and lower starboard guards and sligh ly damaged her cargo.
13	Steamer *Undine*	Sunk in upper Missouri; valued at $800.
14	Steamer *Dyersburg*	Sunk in upper St. Francis River.
14	Tow-boat *Deadman*	Sunk two of her coal barges at Pittsburgh.
14	A tow belonging to tow of *The Diamond.*	Sunk at Pittsburgh.
16	Steamer *De Smet*	Struck the bridge below Newport and was damaged to the extent of $1,500.
17	Steamer *Silver Thorn*	Caught fire above Vicksburg and was destroyed; was insured for $5,000.
18	Steamer *Hibernia*	Ran aground and went to pieces in Kentucky River, near Madison.
May 4	Tow-boat *John Penny*	Picked up a snag near Pittsburgh, but with aid of her pumps came through all right.
9	Twenty-seven coal barges	Broke loose from their moorings at Pittsburgh and sunk; damages, $30,000.
17	Steamer *Lizzie Cassell*	Sunk 10 miles below Zanesville; was raised.
18	Steamer *Buckeye State*	Sunk at Hickman; was raised.
19	A barge	Loaded with 4,000 sacks of cotton-seed sunk in Yazoo River.
23	Steamer *De Smet*	Caught fire and was totally destroyed at Newport; was insured for $5,000.
24	Steamer *Dean Adams*	Caught fire and was totally destroyed at Memphis; valued at $35,000.
28	Tow-boat *Lioness*	Lost four of her coal boats above Vicksburg; damage, $4,000.
30	Steamer *Hine*	Sunk at Paducah.
June 19	Tow-boats *Sam Clarke* and *Fred Wilson.*	Collided at Pittsburgh, the former losing one barge.
July 18	Raft-boat *Bella Mac*	Caught fire and burned to the water's edge at La Crosse; total loss; valued $9,000.
29	Steamer *New Iberia*	Caught fire and was totally destroyed at Algiers.
Aug. 21	Tow-boat *Ella*	Sunk two barges of coal in Muskingum River.
24	Tow-boat *Ella Long*	Sunk two boats of coal at Point Pleasant.
24	*J. D. Lewis*	Sunk four boats of coal at Point Pleasant.
26	Tow-boat *S. P. Coe*	Struck and sunk one of her barges at Augusta.
Sept. 1	Tow-boat *Mary Michael*	Sunk a barge of lumber above Cairo.
3	Light-house boat *Ivy*	Struck a snag and sunk 80 miles above Saint Louis, Mississippi River; was valued $12,000.
13	Sand-boat *Hippopotamus*	Sunk at Pittsburgh.
14	Steamer *Diurnal*	Struck a snag and sunk at Alta, Ind. Was damaged to the amount of $5,000; insured for $3,000.
14	Steamer *C. C. Carroll*	Sunk 7 miles above Glasgow, Missouri River, and was a total loss. Was insured for $10,000; valued at $15,000.
16	Steamer *Idlewild*	Ran into the wharf-boat at Paducah, doing damage to the extent of $1,000.
29	Steamer *Tom Spurlock*	Struck a log and sunk below Huntington.
29	Steamer *White Eagle*	Sunk at Lynxville. Valued at $5,000; no insurance.
29	Steamer *Albert S. Willis*	Struck a snag and sunk in Missouri River near Saint Charles. Was valued at $8,000.

List of accidents on Western waters during the years 1886 *and* 1887—Continued.

Date.		Name of—	Remarks.
1886.			
Oct.	4	Tow-boat *Dick Fulton*	Sunk at Big Grave Creek. Was raised.
	4	Tow-boat *Eugene*	With crane-boat in tow struck and sunk the latter at Three Brothers Island. Boat valued at $2,000; was raised.
	5	Steamer *La Mascotte*	Exploded her boilers 24 miles above Cape Girardeau, burned and sunk. Twenty-six lives were lost. Boat valued at $15,000.
	16	Wharf-boat at Evansville	Caught fire and burned with cargo to the water's edge. Cargo valued at $3,500; wharf-boat valued at $5,000; insurance $2,000.
	21	Steamer *Black Diamond*	Sunk in Missouri River. Four people were lost.
	21	Steamer *C. P. Chouteau*	Struck a snag below steamer *Ste. Genevieve*, tearing a hole in her hull and doing slight damage to herself and cargo.
	30	Tow-boat *Sentinel*	Sunk 90 miles above Memphis. Was valued at $4,500; insured for $3,000.
Nov.	3	The steamer *Coahoma*	Was snagged at Bradley's Landing and damaged $2,500.
	4	Steamer *Ed Richardson*	Struck a hidden obstruction above Natchez and was damaged to the extent of $8,000.
	15	Steamer *George Strecker*	Caught fire while lying at Ironton; was extinguished with little damage.
	17	The steamer *James Lee*	Was snagged at Montgomery Landing and damaged $200.
	22	Steamer *Virgie Lee*	Sunk near Augusta. Could not be raised and was dismantled.
	23	Tow-boat *J. M. Bowel*	Sunk two of her barges loaded with coal below Pittsburgh. Loss $3,000.
Nov.	29	Tow-boat *Florence*	And barge caught fire and burned to the water's edge at Island No. 8.
	30	Steamer *Richmond*	Burned 40 miles above the mouth of Red River. Boat and cargo of 307 bales of cotton total loss. Loss on boat and cargo $15,000; insured.
Dec.	4	Tow-boat *Hornet*	Sunk near Wheeling.
	13	Steamer *J. M. White*	Caught fire and burned while lying at bank. Boat, cargo, and twenty-six lives were lost. Boat valued at $100,000, cargo $90,000; insurance on boat $29,000.
	15	Steamer *Deer Creek*	Was destroyed by fire at Simmsport, La. Valued at $2,000.
	20	Ferry-boat *Three States*	Caught fire and burned away her upper works, causing damage to amount of $10,000; covered by insurance.
	22	Steamer *John G. Fletcher*	Struck a snag near Shreveport and sunk with 300 bales cotton; two lives lost.
	22	Tow-boat *R. S. Hayes*	And four barges caught fire, communicated the same to steamer *Natchez* while lying at wharf at Cairo, and were totally destroyed with all the cargoes; *Natchez*, valued $75,000, insured for $50,000; *Hayes*, valued $60,000, insured for $20,000; barges, $60,000; total loss to boats, barges, and cargo, $400,000.
		Chas. Morgan	Was destroyed by fire at Cincinnati; was valued at $45,000, insured $17,500.
1887.			
Jan.	3	Tow-boat *W. W. O'Neil*	Sunk five produce boats, valued at $25,000.
	11	Steamer *D. L. Tally*	Struck a snag and sunk at Demopolis, on the Tombigbee River, valued at $20,000; no insurance.
	11	Steamer *Lake City*	Exploded her boiler at Greenwood, tearing up the flooring of cabin and doing other damage.
	12	Steamer *New Era*	Sunk at Portsmouth, Ohio.
	13	Steamer *Peninah*	Struck a snag and sunk at Saint Maurice; cargo was saved.
	14	Tow-boat *Delta*	Was struck by cake of ice and sunk at Pittsburgh.
	28	Steamer *E. W. Cole*	Sunk below Pine Bluff.
	29	Steamer *Dora No. 2*	Sunk in 18 feet of water; valued at $3,000.
Feb.	12	Steamer *Charles P. Chouteau*	Parted her hog-chain opposite Vicksburg.
	17	Steamer *Pat Murphy*	Capsized at Memphis; valued at $8,000.
	26	Two coal-boats	Were sunk at Memphis; valued at $3,000.
	26	Steamer *Freddie Robinson*	Struck a snag and sunk 6 miles above Little Rock. Was valued at $10,000; insured.
Mar.	4	Corn boat	Loaded with 3,500 bushels of corn was sunk by high wind at Memphis. Cargo and boat total loss. Value of boat and cargo $4,000.
	8	Steamer *Yazoo City*	And cargo was totally destroyed by fire at Red River.
	25	Steamer *Chesapeake*	Was burned to water's edge and sunk at New Madrid. Was valued at $20,000; insurance, $15,000.
	26	Tow-boat *Buckeye Boy*	Sunk three barges at Manchester, one loaded with salt and two with coal.
	26	Propeller *Boomerang*	Sunk at Hickman.
Apr.	2	Tow-boat *Charlie*	Burst her steam-pipe at Cairo, killing two of her crew.
	6	Barge *Dickey*	Sunk 18 miles above Saint Louis.
	13	Tow-boat *Henry Lourey*	Struck and sunk one of her barges laden with 74,600 bushels of corn near Greenville. Barge and cargo valued at $35,000; total loss.
	18	Steamer *City of Madison*	Backed into and sunk a fuel boat loaded with 3,500 bushels of coal at Cincinnati.
	19	Tow-boats *Raymond*, *Horner*, and *Clinton*.	Collided near Pittsburgh, sinking the latter.

List of accidents on western waters for years 1886 *and* 1887—Continued.

Date.	Name of—	Remarks.
1887.		
Apr. 19	Tow-boat *Onward*	Struck her tow of barges against Steubenville bridge and sunk five of them.
24	Steamer *S. L. Wood*	Struck her chimneys against the bridge at Point Pleasant, knocking them down and breaking in her hurricane roof. She afterwards struck the bridge at Parkersburgh, sinking two of her barges, two flats, and three box boats.
24	Steamer *Issaquena*	Was destroyed by fire at Vicksburg. Valued at $7,000; insured for $3,000.
26	Steamer *H. K. Bedford*	Struck the dam at Granville and sunk; was loaded with lumber. Boat valued at $15,000; insured for $9,000.
May 2	Tow-boat *J. C. Risher*	Exploded her steam-pipe at Pittsburgh, killing one of her crew.
9	The *Eclipse*	Sunk near Fort Berthold.
9	Tow-boat *Port Eads*	Sunk her fuel boat loaded with 8,000 bushels of coal at Gayoso.
14	Barge *Gilmore*	Sunk near Cairo. Valued at $2,250; insured for $1,500.
27	Tow-boat *Jno. A. Woods*	Sunk two of her coal boats at Stack Island.
June 3	Steamer *Queen City*	Caught fire while lying at New Orleans, burnt and sunk. Valued at $15,000; insured for $10,000.
9	Steamer *Little Sandy*	Sunk at Louisville. Insured for $1,000.
13	Tow-boat *J. A. Blackmore*	Struck four of her barges loaded with coal against Cincinnati bridge and sunk them. Value, $6,000.
15	Tow-boat *Mink*	Sunk a barge of salt at Point Pleasant.
15	*Annie P. Silver*	Struck the bank at Kaskaskia and injured her hull.
24	Steamers *Paris C. Brown* and *Grover Cleveland.*	Collided at Nine Mile Point, Lower Mississippi River, damaging the latter to the extent of $1,000.
July 19	Steamer *Ed. J. Gay*	Backed into the ferry-boat *Hattie* at New Orleans, damaging the latter to the extent of $1,000.
19	Steamer *Dora*	Sunk her barge near Saint Charles.
21	Steamer *Dick Jones*	Sunk while lying at bank at Helena.
29	Steamer *Sam P. Jones*	Struck a snag and sunk at Evansville; cargo and boat insured; valued at $25,500.
31	Barge *Iron Clad*	Sunk at Bushberg.
Aug. 3	Steamer *Minnie Herman*	Sunk in Missouri River; total loss.
10	Steamer *Silver Cloud*	And cargo burned at Birmingham, Ky. Valued at $18,000; insured for $12,000.
Sept. 3	Steamer *Eclipse*	Sunk 15 miles below Sioux City; total loss.
8	Ferry-boat *R. J. Whistler*	Struck a pier at Dubuque bridge and was damaged to the extent of $1,200.
9	Tow-boat *D. C. Fogel*	Lost two of her barges by fire at New Orleans.
10	Steamer *Phil Armour*	Sunk at Greenville; was raised.
26	Twenty-five coal boats	Loaded with coal were sunk by the storm at New Orleans; loss, $70,000.
30	Steamer *T. B. Sims*	Was burned to the water's edge 20 miles above Memphis. Boat and cargo valued at $60,000; total loss; boat insured for $15,000; two lives lost.
Oct. 9	Steamer *New South* and transfer boat *W. B. Duncan.*	Collided at Cairo, which caused the sinking of the latter with eight loaded freight cars.
15	A barge of 500 bales of cotton in tow of steamer *Harry.*	Was totally destroyed by fire at mouth of Sunflower River.
17	Tow-boat *Minnie*	Caught fire and was totally destroyed at Newburgh. Valued, $5,000; insured for $4,000.
23	Steamer *W. A. Johnson*	Sunk near Mound City.
25	Steamer *Rosedale*	Sunk near Golconda, Ohio River.
27	Steamer *Alberta*	Was destroyed by fire 130 miles above White River; cargo valued at $25,000, and boat valued at $10,000; total loss; clerk lost his life.
28	Steamer *Rosa Belle*	Sunk at Owensborough.
Nov. 1	Steamer *Home*	Caught fire and was totally destroyed 2 miles above the mouth of White River; cargo and boat valued at $25,000; total loss.
22	Steamer *Chas. P. Chouteau*	Caught fire and was totally destroyed 55 miles below Helena; boat valued at $90,000; insured for $35,000; cargo also total loss.

DANGERS OF WATER TRAVEL.

Travel on the Mississippi and its tributaries, although far safer than in former days, is still not entirely destitute of the element of danger that is said to be necessary to give spice to pleasure, say marine underwriters. Although the fleet of steamers that formerly crowded the water-front of this city, and formed an almost endless line to New Orleans, have been in a great measure superseded by the barge lines and the railroads, a great freight and passenger traffic is still carried on by water, and losses, while far rarer than ever before, are by no means unknown. The assaults by the Engineer Department upon

the insidious sand-bar and the deadly snag and sawyer, have rendered danger from these sources far less threatening than when the river was in its pristine condition, but the victory of art over nature is as yet by no means complete, while the highly combustible nature of the boats and cargoes will always lend an uncertainty to traffic over the Western waters. The changing current of the Mississippi, and the consequent shifting of the bars, is responsible for the principal losses by sinking. The tributaries to the Mississippi are as subject to this danger as that river itself, and the loss from this cause amounts annually to a very considerable sum, although the damage in individual instances is seldom great, as a sunken boat can generally be raised, and the destruction of the cargo is rarely total. Among the losses by sinking that have occurred during the present year, the largest was that of the steamer *H. K. Bedford*, which ran into a dam near Granville on April 26, on the Upper Cumberland, knocked a large hole in her bottom and sunk. Most of her cargo, consisting of lumber, was saved, but the steamer was an entire loss. On May 9 the *Eclipse* struck a sand-bar near Fort Berthold on the Upper Missouri and went to the bottom. Her cargo, of a miscellaneous nature, was seriously damaged by water, but the steamer will probably be raised, and again ply on the Missouri. The *Charley Bowen* was sunk on the Mississippi, but was raised and is now on the river. The other boats that have been sunk during the year are the *Gen. Geo. H. Thompson*, the *Freddie Robinson*, the *Louise*, and the *Pat McLaughlin*, all of small value.

The danger from fire is much the greatest that threatens boats on the river. Owing to the shallowness of the water, and the consequent necessity for light draught, the steamers can not be built with boilers and fire-room far below the water-line and removed from the vicinity of an inflammable cargo, as is the case in ocean steamers. The boats are universally constructed of light wood, which is as inflammable as tinder, and the wonder is that the loss by fire is not tenfold what it has proved to be during the last few years. A number of vessels have been burned during the present year, but, all things considered, the loss has been astonishingly small, lighter than ever before known in the same period of time. The first victim of fire was the steamer *Peninah*, which was burned near H. S. Landing, on the Red River; 300 of the 460 bales of cotton with which she was freighted were saved. On the 8th of March the *Yazoo City* caught fire just above Grand Ecore, on the Red River, and was a total loss. On March 26 the *Chesapeake* was seriously damaged by fire near New Madrid, and on April 24 the *Issequena* caught fire while at the Vicksburg dock, and was nearly completely consumed, with a large loss of cargo. The *Ed Durant, Jr.*, the *Hattie Bliss*, the *H. L. Abbott*, the *Queen City* and the *W. H. Gardner* complete the list.

RESTRICTED RIVER TRAFFIC.

River-men summarize the causes of restricted river traffic as follows:

The enactment of laws that have made investments in steam-vessel property onerous, uncertain, and uninviting. Laws from which all other business interests are singularly free.

The advantages of the railroad in reducing freights at river competing points to the minimum, and recouping such losses from non-competitive and helpless points through maximum rates; advantages that no steam-boat was ever possessed of.

The number of and manner in which railroad bridges are built across the navigable highways, which are an ever-present menace to the steam-boat, the cause of detention and losses, a justification for the maintenance of excessive rates of insurance on vessel and cargo, conditions that operate as an embargo upon the commerce by river, and which threaten still further to depress (unless the law now governing the building of bridges be more rigidly adhered to) by compelling the building of boats suited not so much for the demand of the times or economy in construction as to the dimensions of a bridge, a contingency that Congress and the Secretary of War can best guard against by resolutely refusing to countenance evasions of that law.

Because of the impediments to certain and profitable navigation, such as snags, shoals, shifting currents, and obstructed channels, that cause loss of time, additional expenses, and increased risks, which impediments, the Government possessing the means and the people willing and anxious for their application, should be removed, not dilatorily, but at once, pretty much after the manner of a man who having a ditch to dig for purposes of irrigation or the drainage of a field does it at once, well knowing the cost that follows neglect or delay.

MISCELLANEOUS.

LOW-WATER HARDSHIPS—THE WAGES OF TWENTY-SEVEN HUNDRED MEN CUT OFF.

[From the Saint Louis Globe Democrat.]

The rafting interest of the Upper Mississippi is much larger than many have an idea. In all, the regular raft-boats, ninety in number, plying between Saint Louis and Saint Paul, furnish employment to a small army of men—2,700. Nearly all of these men expect employment up to the last of October, from the 1st of April, but this year has proved a discouraging one on account of the unusual low stage of water. Over one-half of the raft-boats have been forced or went into retirement in preference to fighting sandbanks and other obstructions brought around by the low-water complications. Never before since the days of towing rafts by boats has the low water shut out the boats so early in the season. The majority of the men employed are married and depend on their season's earnings to keep them over from fall until the next spring. Each of the boats employs a captain, who fills the place of first pilot, a clerk, mate, second pilot, engineer, second engineer, ten deck-hands, two firemen, cook, and two helpers, and two runners. The expense of running a raft-boat foots up about $80 per day, including the coal supply. The captain receives from $1,600 to $2,000 per season, because he acts as first pilot, while the others are paid by the month, running from $150 for pilot down to $100 for engineers, and $30 for deckers, making the average expense $2,500 per month. Then, no passenger packet on the river sets a more perfect table than is prepared on the rafters. Most of the 2,700 men find their pay cut off completely by the low water. Raft-towing is, however, rather a profitable business for the owners of boats. A few of the boats are owned by the men who run on them, but the large majority are the property of firms who have saw-mills and lumber-yards, such as the Knapp, Stout & Co. Company, the Schulenburg & Boeckeler Lumber Company, of Saint Louis, and the McDonald Bros., of La Crosse. If a boat has no drawbacks she can average up about $100 per day for her owners on the run between the mouth of the Wisconsin River and Saint Louis. This looks like making money very fast, but it must be considered that there is a trip back to the pineries for which the boat receives nothing, while the expense is just as heavy as if she was towing, and then there is the time spent at the rafting points, waiting to get a tow in running order. This takes from two to five days, so that, after all, the owners of a boat can not count on an average of more than $20 to $25 per day during the running season, which is looked upon as small in the face of the risk and trouble to which the owner is subjected.

The river is undoubtedly securing anew the attention and confidence of capital, and it is largely attributed to the help anticipated from the operations of the interstate-commerce law. A new steamer has been built for service between Saint Louis and Cairo mainly, and is called the *New South*. There are seven boats per week out to Cairo, one making tri-weekly trips to Grand Tower, another making the same number of trips to Cape Girardeau, then the independent weekly packet to Memphis, and in addition an occasional straggler; so that, in all, the competition on this short stretch of water is equal to any in the country. Of these the most prominent and the one now absorbing all the interest, being regarded as the river wonder, is the *New South*, which clears from Evansville at 8 this morning for this port. In every detail of speed she is intended to be superior to the unfortunate *La Mascotte*, to take the place of which she was constructed. For rapidity of movement she is calculated to eclipse any boat since the days of the world-famed *R. E. Lee*. The time that she is expected to make can be better understood when it is known that she is booked for tri-weekly trips between Saint Louis and Paducah, making the running distance 1,500 miles per week. She is a side-wheeler, built expressly for the trade, and valued at $80,000. She was built at Jeffersonville, on the Ohio, by the Howards, and modeled by Capt. J. W. Pierce, of Ontario, Canada, who modeled the *Sunbeam*, *La Mascotte*, and other fast ones. Her dimensions are: 257 feet long; 42 feet 6 inches beam; 7 feet 6 inches depth of hold; 932.95 tons burden; draws 3 feet light; four steel boilers, 28 feet long, 40-inch diameter. Engines 20 inches in diameter and 7½ feet stroke. Donkey engines and all the latest appliances for furnishing steam and water. She has four electric lights, including the headlight, and electric bells from the ladies' cabin to the office. She has, besides, plenty of room in the texas, fifty-two staterooms, two bridal chambers, and nursery.

ESTIMATE OF COST.

For closing to their former height the gaps in the existing levees between Cairo and New Orleans, 8,065,700 cubic yards of earthwork, at 23 cents per yard	$1,855,111
Add for contingencies	164,889
Total for repairs of existing levees	2,020,000

The Erie Canal has cost New York $49,591,852.61. All other canals in the State cost, in round numbers, $79,000,000. The Dominion of Canada, just across our borders, has expended $45,115,649 on the Welland Canal and a few of its branches.

If the State of New York and the Dominion of Canada are able to expend these vast amounts of money, thereby showing their appreciation of water transportation, how much more readily should this great nation of ours expend whatever may be necessary for the improvement of the Mississippi River?

The citizens of Helena, Ark., have subscribed $50,000 to be used in conjunction with $75,000 allowed by the Mississippi Commission for the protection of the levees along the river front at that place.

[From the Missouri Republican.]

There are certainly unmistakable signs of a growing traffic on all sides. There has been nothing rushing, but rather a gradual improvement, seeming to have come to stay, with the promise that the new interstate-commerce law will be strictly enforced. It now seems, as reported by a passenger, that the great river is to again be put to some other use than floating driftwood. The Upper Mississippi press has been a unit in urging the marked advancement already made. The Hawkeye, of Burlington, reports not less than from 25 to 35 per cent. increase as compared to 1886. The pottery works of Liverpool, on the Ohio, are taking advantage of the river route. Formerly all of their product went by the railroad. Now they ship by water to Cairo, thence all the way to Saint Paul, and yet at much less expense than they can by the railroads. A New York firm is now sending jute goods by the coast route to New Orleans, and thence by steamer to Saint Louis, one of the first consignments of the kind arriving by the steamer *Will S. Hayes*. Capt. Henry Keith, commander of the steamer *Wyoming*, said that in his opinion the interstate-commerce law will result in an increased business on the Missouri River; also the business, he said, that has been handled by the Missouri River boats this season has been very heavy, and especially so in imperishable goods, such as hardware, chinaware, etc. Dealers in this class of goods are patronizing the boats on the Missouri more than they have for years. He says a continuance of the improvement will mean the necessity of another boat. Capt. Henry Leyhe, of the Eagle Packet Company's fleet, thought there was little, if any, reason to doubt that the improvement in river traffic had begun to assert itself in a vigorous and unmistakable manner. The new law, if enforced as defined, must, he said, result in returning to the great Mississippi some of its former glory and triumph. He referred to the fact that the tow-boat interests were increasing and every boat of this class was busy, both on the Ohio and Mississippi, something that had not been for years, and that it was very hard to charter or buy a boat. From Saint Paul to Saint Louis there is a mighty boom in the rafting business, and every one of the more than 100 boats is kept constantly busy. There has been more rafted lumber on the Mississippi during May than there has been for any similar month in several years. Before the new law went into effect, much of this lumber went by way of the rail route, while this lumber center will reap no decided advantage from the new condition of things.

SAINT LOUIS LEVEE.

The Saint Louis River frontage is over 19 miles long, and her expenses have been about $3,000,000, the harbor-boat service now costing about $8,000 per annum, or $80,000 since 1877.

Amount expended by the city of Saint Louis:

For construction of wharf, grading dikes, etc., from 1849 to 1887	$2,555,033.70
For cleaning levee and removing obstructions in the river from 1878 to 1887	112,238.42
Total	2,667,272.12

LOW-WATER TROUBLES—NAVIGATION ALMOST SHUT OFF, EXCEPT ON THE MISSOURI.

[From Saint Louis Globe-Democrat.]

The river, on August 13, was still falling, with the water lower than at any time during the season, 2 inches being taken off daily, and no indications whatever of an early rise. With this condition it was not to be wondered that river men were beginning to feel despondent. The long-continued drouth and the exceptionally hot weather, river men said, meant that it would take an unusually heavy and long-continued rainfall to bring the rivers up again to a good boating stage. With the exception of the Tennessee River, all of the rivers in the Northwest and South were feeling the effects of the

drouth, and the Ohio, except the small local boats, is practically cut off from navigation above Evansville, and it is only the light class of boats that are able to get up that high. The Tennessee had been nearly dry, and boating was almost stopped on it until the rains, the effect of which was expected to last but a short time. The Lower Mississippi between Cairo and Memphis is ragged, and boats frequently strike sand-bars when only drawing light. From Saint Louis on to Cairo the situation grows daily more critical, and there is an uncertainty of the arrival of boats, as at several points they are liable to ground, even with the utmost caution on the part of the pilots. The Illinois, in the lower portion, is more shallow than has been known since 1840, and navigation is completely suspended from Saint Louis up. On the upper part of this river the *Rescue* and other small packets make trips between Peoria and Henry City. Canal-boat propellers, coming from Chicago with lumber cargoes, either await a rise or the lumber is shipped by rail. There is much freight, wheat, etc., along the shores of the Illinois that the holders are unable to get to railroad stations. The Upper Mississippi from here to Saint Paul is remarkably low, and it is with no little difficulty that boats running there progress satisfactorily at all. Above Clarksville the only boats running are the Diamond Jo steamers, which, owing to their light draught, are able to go through to Saint Paul, the Saint Louis and Saint Paul Packet Company's boats, the *War Eagle*, *Saint Paul*, and *Gem City*, have all having been forced to the bank by low water, with no certainty as to when they will be able to run again. The only raft-boats running to Saint Louis are the *Bart E. Linehan*, *J. G. Chapman*, *Mountain Belle*, and *Robert Dodds*. All of the others have laid up. The rafting business has indeed been very seriously interferred with, and with two or three exceptions the lumber companies have not been able to get more than one-third or a little more of their anticipated receipts. A low estimate places the shortage in anticipated receipts so far this season at 30,000,000 feet. The side streams of the Upper Mississippi, such as the Saint Croix, Chippewa, Black, and Wisconsin Rivers, which are used exclusively for rafting lumber, are all dead low, and only on one river, the Chippewa, is rafted lumber coming out, and then only with artificial aid by dams. Really, the only exception to the low-water troubles in the West is the turbulent Missouri, which keeps up remarkably well, and navigation between here and Kansas City goes on with little interruption.

VIEWS OF PRESIDENT FRANK GAIENNIE, OF THE SAINT LOUIS MERCHANTS' EXCHANGE.

The arguments for the betterment of the river have been well framed by President Frank Gaiennie, of the Saint Louis Merchants' Exchange, who is exceptionally well equipped with information, and who said: "The importance of the Mississippi River and its navigable tributaries, affording nearly 15,000 miles of inland water navigation to eighteen States and thirteen Territories, and the means of a cheap competing method of transportation to the people of its fertile valleys for their surplus products, and thereby contributing to their welfare and happiness, can hardly be overestimated. Its value is better appreciated when you hear Mr. Albert Fink, in his testimony before the Senate Select Committee on Interstate Commerce, and who is high railroad authority, say, 'The Mississippi River is an important regulator of railroad transportation rates,' etc.; and in answer to the chairman: 'I think you stated that the Mississippi River and the lakes and canals really did regulate the question of transportation to a very large degree, Mr. Fink,' he answered 'They do.'"

These natural water-ways, highways to the sea, placed there by a kind Providence for man's use and benefit, have never received the attention they deserve. For over forty years these rivers have been neglected by the General Government, whose duty it was to see them improved.

Millions have been spent on Eastern rivers and harbors, which was proper and correct and necessary, but it is no excuse for the glaring neglect and indifference to the Mississippi Valley. After repeated meetings and demand by the people of tributary country for the improvement of the Father of Waters, which were unheeded by Congress, a convention was held in Saint Louis in 1881, the largest ever held, and to its demand adequate appropriations were made by Congress for the improvement of Western water ways, and for a few years afterward. Since then opposition has grown bold, and the enemies of cheap transportation have succeeded in defeating the necessary appropriations.

Thus unfairly treated, with meager and almost useless, because not sufficient and continuous, appropriation, the people of the Mississippi Valley, with its only partially improved water transportation, provided by nature and neglected by Government, by their energy and enterprise, producing as they do the largest percentage of grain, tobacco, hogs, cattle, and cotton, have grasped the commercial supremacy of the country.

The domestic commerce of the Mississippi Valley is larger than the entire foreign commerce of all the United States, and will soon have the political control by virtue of hav-

ing the heaviest per cent. of population and 48 per cent. of the electoral vote. With this influence and power it will not much longer permit itself to be trifled with, but will make just and reasonable demands for the improvement of the Mississippi and its navigable tributaries, which when improved and permanently maintained will raise the freight-rate question into the higher phase of business competition, and control by the legitimate rules of supply and demand and different methods of transportation, legislation being only necessary to prevent the greed and rapacity of the combination of chartered organizations when directed to monopolize the channels of transportation at the expense of the people of whom they secure these privileges and by the help of Government aid granted them in the interest of the people.

The improvement of the Mississippi and the consequent increase of trade to the seaboard by the reduction of rates by the river route compelled the trunk lines to meet the river rate. The value of this reduced rate to the farmers in wheat alone from 1881 to 1885, taking the rate to New York and New Orleans, was on the average 6 cents per bushel, at the estimate of the Agricultural Department, for 1885 which was 357,112,000 bushels. A saving of 6 cents on that amount of grain means $21,466,720 more money in the hands of the farmer, to say nothing of the benefits to all other kinds of business.

The improvement of the river and the reduction of rates by the trunk lines compelled the State of New York, in the interest of the manufacturing of New York City, to make the Erie Canal free from tolls, and somehow or other the East has had no fancy or feeling since for voting aid to the Mississippi River.

It is related that a Congressman from New York rose in his place and stated when he cast his vote against the river and harbor bill that he did it by instruction from his constituents, but that his judgment was in favor of voting large appropriations for the Mississippi River. He honors Congress no longer for even saying this much in favor of justice to the West.

The saving in the reduction of rates on grain alone is more than is appropriated in any one year in the river and harbor bill for every harbor in the country.

In view of these facts Congress can not much longer remain blind to the interest of the whole country or much longer delay the necessary appropriations for the permanent improvement of our western water ways; and the permanent improvement of these rivers and lakes and the promotion of artificial ways will be an effectual estoppel upon the combined railroads to tax the products of the country by excessive freight rates at their dictation.

I do not overlook or fail to appreciate the great benefits derived from the building of railroads, nor do I in any way regret the help given by the Government to the railroads in the way of land in the past; but they need no such encouragement now; and every acre of land heretofore donated and not earned should be declared forfeited to the Government, and forever reserved to homesteaders. Railroads keeping pace with the improvements in other methods of transportation have been able to reduce their rates, and under the operation of the interstate-commerce law to competing points exercise a corrective influence upon arbitrary river transportation, the improvements in railroading justifying them even in paralleling the river and maintaining successful competition.

The improvement in water-craft reducing the cost of transportation by water, model tow-boats, with fleets of barges whose broad bottoms make it possible to carry immense cargoes upon ordinary depths of water at small cost, will always maintain an equilibrium of rates to the seaboard.

Saint Louis has the geographical situation as the central city of this Mississippi system of water navigation, and as a railroad center, with ample elevator capacity to store the grain and large capital and business facilities, must be the entrepôt for the products of the Mississippi Valley, seeking and securing the cheapest route to the sea, either by the river to the gulf or by rail to the Atlantic seaboard.

The effect of river competition with the trunk lines of railway is felt where there is no river competition, and the duty of Congress is to promptly repair its neglect of the great river and its navigable tributaries in the interest of the whole people of the Union.

To give you an idea of the transportation from Saint Louis down, not taking upper river or the Missouri into consideration, note this: From the 1st of January, 1887, to the 1st of July, 1887, the barges carried 35,597 tons of package freight, 203,873 tons bulk freight, and the boats 73,525 tons of package freight, making in all 312,995 tons of freight down stream against 431,945 tons for the whole of last year.

For boats and barges up stream last year the tonnage was 173,600 tons. The upstream freight is made out at the close of the year and is not now available.

The down-stream tonnage shows about 50 per cent. increase this year as compared with 1886.

That Congress must heed the voice of the people whom they are supposed to represent and make the necessary and continuous appropriations for the improvement of western water ways will be made plain at the convention to be held in Memphis, Tenn., in October, 1887. The people of the United States demand an improved Mississippi.

LETTER FROM JOHN JACKSON.

The following letter from John Jackson, the capitalist and a chief promoter of the jetties, serves to indicate the interest felt by capital in the further improvement of the Mississippi River:

SAINT LOUIS, *July* 18, 1887.

DEAR SIR: I am pleased to know that you are giving some attention to the Mississippi River, which has, in my opinion, been very much neglected by Uncle Sam. My connection with the jetties was as first subscriber to the work. When the enterprise got into difficulties, at the suggestion of Captain Eads and a large majority of the stockholders, I became president of the South Pass Jetty Company, and continued in that office until 30 feet of water had been obtained and the jetty company dissolved. I mention this to show that I have had some experience in river matters. A good many old river men ridiculed Captain Eads's idea that 30 feet of water could be obtained on any of the bars at the mouth of the Mississippi, but he obtained it just the same, and the same old fogies now distrust the improvement of the river channel. But this is more feasible than the construction of the jetties; that is, if the appropriation can be made large enough to complete the work at given points when once it is undertaken. As the work has been prosecuted little can be expected. Sometimes when a set task or job is about half completed the money gives out, and the labor is lost and washed away.

To illustrate my reasons for being so confident that a deep channel can be obtained from Saint Louis to deep water: The river in front of the city shows what can be done. When I arrived in this city what is known as East Saint Louis was called "Bloody Island." The Mississippi River was divided at the north end of the island, part running east and part west, and that time, in low water, steamers had great difficulty in landing at our levee on account of bars in front of the city. Since the eastern channel has been filled up by the railroads there is always and invariably an abundance of water at our wharves, no matter how low the river may become, demonstrating that the narrowing of the stream deepens the channel. Take Horse Tail Bar as another instance, at the worst point between here and Cairo at low water. The river being very wide at that point boats were constantly getting aground. Since the improvements made by Captain Ernst there is plenty of water there at all seasons of the year; so, at least, boatmen tell me.

It would no doubt take a large amount to improve the river from Saint Louis to deep water. Captain Eads estimated it at $45,000,000, which seems large; but suppose it would lower the rates of freight to New Orleans so as to increase the value of wheat and corn in the entire Mississippi Valley only 1 cent per bushel, that would pay the cost of improvement in a very short time.

The jetties have reduced the rates of freight from New Orleans to Europe very materially, as ships can go out loaded to their full capacity. Before the jetties were finished large vessels could not get out much better than half laden, drawing, say, 16 to 18 feet of water. I see by the papers that ships now go out drawing over 26 feet.

I trust you will, with the aid of indisputable facts and figures, be able to convince the powers that be that it is both expedient and necessary for economic and political reasons to give heed to the clamorous demand of the West for river improvement.

Very truly yours,

JOHN JACKSON.

T. J. MCMINN,
United States Expert.

EFFECTS OF THE INTERSTATE-COMMERCE LAW.

Since the passage of the interstate-commerce law and the institution of the commission the country has been exceptionally prosperous and nearly every branch of business has thriven. Railroad dividends during the current year have shown marked improvement over preceding years for more than a decade, and the month of last July shows an increase over July, 1886, of 8½ per cent. And this is a smaller gain than other months disclose, the average gain being about 15 per cent. Much of this must be, of necessity, attributed to the general thrift of the country, but a large share is doubtless due to the attempted maintenance of rates based upon the new law. Immediately upon the passage of the act, river men became encouraged and water-craft gave unmistakable signs of new life, but the action of the commission in holding in abeyance the operation of the fourth section has filled the boatmen with apprehension, and they seriously question the wisdom of decisions which render a law of none effect, especially as they have been rendered by the very agents appointed to enforce its provisions.e

Nevertheless, some good results are already apparent. The river business generally has increased, and for the first time in a dozen years or more large and important consign-

ments have been made from New York to Saint Louis by all-water route and exporting has assumed new importance. As appears elsewhere, 1887 is showing handsomely in advance of 1886. Certainly if the short-haul rate be even approximately maintained on through lines, and the almost nominal competitive long-haul rate abolished, the effect must be to shut the Western cereals and farm products off from the seaboard by rail route and relegate these great crops to the water ways by barge and boat and cheap freight rates.

And the absence or the partial absence of these products of States west of Indiana, as Illinois, Wisconsin, Minnesota, Kansas, and the rest, from the markets of the East, would inevitably enhance the value of all farm product in all States east of Indiana.

The railroads would then as now enjoy liberal incomes from short-haul rates, and no one could lose but the West. Would the West lose?

She would not, for at no time within the memory of the oldest operator has wheat been lower than now—August 9, 1887.

The cost of transportation will not admit of export after shipment to the seaboard by rail.

We must have cheaper shipping facilities or the farmer must turn his attention to something beside grain. But railways, with the demands there are upon them, can not afford to haul for lower rates than now prevail, and the close of navigation in the North will soon so crowd their lines with traffic that an advance in rates is certain to follow, and every advance in freight is so much off the grain.

The deepening of the Mississippi would afford the cheap outlet that has become indispensably necessary if our crop is successfully to compete at all with India and Russia, and a deepened channel would speedily relieve the plethoric elevators, whose bursting bins are now so sorely depressing prices.

If a uniform depth of, say, 9 feet were maintained, and it is elsewhere herein abundantly demonstrated that it can be secured, between Saint Louis and New Orleans, it is safe to predict that no extortion would ever again be practiced upon the agriculturist, for the river is anybody's highway, and much of the idle capital of the country would naturally and inevitably seek investment on a safe stream with the assured traffic of the inexhaustible Valley of Mississippi.

Competition, broad bottoms, immense cargoes, and the accretion of business now going by rail, would, almost to a demonstration, lead to a revival of a well-nigh obsolete industry, and save to the farmers more in one year than would pay for the improvement of the river, and it would insure future relief from the arbitrary taxation of cereals by those who own the main outlets to the east, and river laborers could compete with the Indian and the Russian and employment would be furnished to many who now vainly look to the idle waters for support.

Another fact should not be overlooked; many points on western water-ways have no other means of shipment than the river, and a hurt to the river is a stab at the agriculturalist who looks to the river for access to the world.

The entire New Madrid Bend of the Mississippi, for instance, comprised of the very best farm land on the continent, is subject to all inconveniences and losses incident to a policy injurious to river interest, and New Madrid only stands for a large class of towns that in the aggregate represent millions of business, though they have absolutely no voice in transportation matters of vital interest to them.

The enforcement of the interstate law would, by building up and protecting river traffic, be a means of greatly enhancing all farm values bordering upon inland water, and the West would thus reap benefit in common with the East and the railways.

Respectfully,

T. J. McMinn.

THE ILLINOIS RIVER.

A considerable business comes from the Illinois River by the Naples Packet Company and other boats, and at times considerable freight is moved by this river and the canal between Saint Louis and Chicago. The boats engaged in the trade during the past year were:

Steamer.	Line.	Running to—
Calhoun	Naples Packet Company	Peoria or Naples.
Mattie Belle	do	Do.
City of Alma		Do.
C. W. Anderson		Do.
Polar Wave	Tow-boat	Peru.
Polar Star	Propeller	Chicago.
Niagara	do	Do.
Mohawk Belle	do	Do.
Imperial	do	Do.

THE MISSOURI RIVER.

The Missouri River as a means of transportation shows its relative importance in the subjoined tables, and it will be seen that the course of the stream, considered together with the facts of rich contiguous territory and the presence of great cities upon its banks, the river is really more remarkable for what is not done than for the traffic carried on.

The explanation is that it meets the severest railroad competition, and is handicapped by the most tortuous, treacherous, and obstructed channel with which boatmen have to contend anywhere. It is worse than the Mississippi, and has received less attention from the Government, and the losses discourage river men.

Steamboats could not compete with a railroad on either bank, and where in 1866 there were in active service 71 steamers, there are now but 7 steamers and three tow-boats, and these only ply between Saint Louis and Kansas City, and intermediate points, as follows:

Steamer.	Line.	Running to—
Dacotah	Saint Louis and Kansas City Electric Packet Company.	Kansas City and below.
Wyoming	do	Do.
D. R. Powell	do	Do.
C. C. Carroll	do	Do.
General Meade	Augusta Packet	Augusta.
New Haven	Portland Packet	Portland.
Dora No. 2	do	Do.
Last Chance	Towboat	Lower Missouri River.
A. S. Willis	do	Do.
O. C.	do	Do.

Receipts per each railroad, river, driven, and express for the year 1886.

By railroads, river, etc.	Apples.	Bagging.	Barley.		Butter.	Beans.
	Barrels.	*Pieces.*	*Sacks.*	*Bushels.*	*Pounds.*	*Sacks and bbls.*
Chicago and Alton R. R., Mo. Div	2.058			3,000	13,810	1
Missouri Pacific R. R	18,033		112	67,200	324,721	
St. Louis and San Francisco R. R.	9,931				51,631	1,998
St. L., Wab. and Pac. R.R., West'n Div.	26,108		48	165,000	225,988	5,873
St. L., Iron Mount. and Southern R. R.	360		631	1,200	7,384	297
Mo. Pacific R. R., Kan. and Texas Div.	412				36,521	
Cairo Short Line R. R	2,635				29,166	3
Louisville and Nashville R. R	780	568			7,912	706
Mobile and Ohio R. R	1,817				7,136	
Ohio and Mississippi R. R	14,022	10			2,941	
Chicago and Alton R. R	13,215	2,014		388,700	948,078	12,370
Indianapolis and St. Louis R. R	27,788	43,865	554	60,000	1,815	6,772
Vandalia and Terre Haute R. R	12,464	3		230,400	1,895,659	3,037
St. L., Wab. and Pac. R. R. East'n Div.	14,945	3,391		187,200	1,436,890	9,358
Tol., St. Louis and K. C. R. R	5,641				250	
Illinois and St. Louis R. R	13				29,900	77
Chi., Bur. and Quincy R. R	207			1,119,600	1,032,074	
Keokuk and St. Louis R. R	11,317		200	222,000	507,503	3,878
Upper Mississippi River	49,929		13,168	43,756	93,800	38
Lower Mississippi River	1,276	53	1,786		23,281	332
Illinois River	24,773				6,450	675
Missouri River	2,913		129		10,410	5
Ohio, Cumb., and Tenn. Rivers	297					
Express					1,911,910	
Total	240,934	49,904	16,628	2,488,056	8,605,230	45,420

Receipts per each railroad, river, driven, and express for the year 1886—Continued.

By railroad, river, etc.	Barbed wire.	Beef.	Boots and shoes.	Bran and ship-stuff.		Buck-wheat.	Buck-wheat flour.
	Lbs.	*Bbls. and tierces.*	*Cases.*	*Sacks.*	*Cars in bulk.*	*Sacks.*	*Barrels.*
Chicago and Alton R. R., Mo. Div	.....	.....	824	5,939	50	.....	.....
Missouri Pacific R. R	.....	160	8,704	24,411	97	.....	.....
St. Louis and San Francisco R. R	.....	.....	.....	8,323	10	.....	.....
St. L., Wab. and Pac. R. R., West'n Div.	.....	90	.....	8,180	76	.....	.....
St. L., Iron Mount. and South'n R. R.	822,560	.....	789	400	.....	.....	.....
Mo. Pacific, Kansas and Texas Div	.....	.....	595	2,258	4	.....	.....
Cairo Short Line R. R	.....	.....	1,850	16,752	9	.....	.....
Louisville and Nashville R. R	.....	.....	37,584	5,524	7	.....	.....
Mobile and Ohio R. R	.....	.....	75	15,929	.....	.....	.....
Ohio and Mississippi R. R	.....	.....	5,728	485	13	377	137
Chicago and Alton R. R	1,524,333	.....	73,006	448	16	240	571
Indianapolis and St. Louis R. R	4,465,353	.....	99,164	3,923	1	12	305
Vandalia and Terre Haute R. R	274,222	49	17,735	340	3	13	.....
St. L., Wab. and Pacific, Eastern Div.	36,700	.....	54,215	4,784	5	556	1,893
Tol. St. Louis and K. C. R. R	400	.....	.....	4,756	7	.....	.....
Illinois and St. Louis R. R	.....	.....	.....	380	.....	.....	.....
Chi., Bur. and Quincy R. R	.....	.....	190	40	47	35	.....
Keokuk and St. Louis R. R,	.....	.....	.....	3,301	21	.....	.....
Upper Mississippi River	.....	.....	39	971	.....	41	.....
Lower Mississippi River	.....	109	1,786	1,583	.....	.....	.....
Illinois River	.....	.....	109	350	.....	.....	.....
Missouri River	.....	500	52	1,686	.....	.....	.....
Ohio, Cumb., and Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....
Driven	.....	.....	.....	.....	.....	.....	.....
Total	7,123,568	908	302,445	110,763	366	1,274	2,906

By railroad, river, etc.	Cordage and rope.	Cattle.	Castor-beans.		Cement.	Cheese.	Coffee.
	Coils.	*Head.*	*Sacks.*	*Bu. blk.*	*Barrels.*	*Boxes.*	*Sacks.*
Chicago and Alton R. R., Mo. Div	.....	5,367	289	18,000	.....	1	224
Missouri Pacific R. R.	.....	142,114	208	43,500	.....	.....	.....
St. Louis and San Francisco R. R	.....	99,858	20	62,000	.....	.....	10
St. L., Wab. and Pac. R. R., West'n Div.	.....	49,703	.....	500	812	1,096	2,469
St. L., Iron Mount. and Southern R. R.	1,116	38,292	144	.....	6,093	166	9,804
Mo. Pacific R. R., Kan. and Texas Div.	.....	30	439	65,000	202	.....	.....
Cairo Short Line R. R	623	7,463	798	19,000	.....	.....	21,526
Louisville and Nashville R. R	8,216	4,435	311	3,000	117,754	903	24,692
Mobile and Ohio R. R	.....	1,099	108	.....	.....	.....	9
Ohio and Mississippi R. R	4,945	1,844	318	.....	43,475	2,010	50,883
Chicago and Alton R. R	10,528	3,669	15,297	500	15,088	12,931	21,298
Indianapolis and St. Louis R. R	1,887	1,368	3,484	.....	2,062	1,606	16,659
Vandalia and Terre Haute R. R	23,184	2,407	110	5,000	60,866	5,088	20,122
St. L., Wab. and Pac. R. R., East'n Div.	79,419	1,232	1,211	.....	24,475	102,923	70,601
Tol., St. Louis and K. C. R. R	.....	290	.....	.....	.....	.....	.....
Illinois and St. Louis R. R	.....	.....	31	.....	.....	.....	.....
Chi., Bur. and Quincy R. R	.....	1,952	.....	.....	10	395	27
Keokuk and St. Louis R. R	.....	32	.....	1,000	1,520	1,459	449
Upper Mississippi River	41	3,891	365	.....	.....	172	.....
Lower Mississippi River	2,619	4,622	178	.....	9,651	132	1,493
Illinois River	.....	831	2	.....	.....	.....	419
Missouri River	.....	693	32	.....	.....	.....	.....
Ohio, Cumb. and Tenn. Rivers	.....	277	.....	.....	12,300	.....	.....
Driven	.....	6,081	.....	.....	.....	.....	.....
Total	132,578	377,550	23,345	217,500	294,308	128,882	240,685

Receipts per each railroad, river, driven, and express for the year 1886—Continued.

By railroad, river, etc.	Cooperage.				Corn.		Corn-meal.	Cotton.
	Pork.	Whisky.	Lard.					
			Tierces.	*Kegs.*	*Sacks.*	*Bushels.*	*Bbls.*	*Bales.*
Chicago and Alton R. R., Mo. Div	.....	.....	.....	.....	2,166	290,950	.....	.....
Missouri Pacific R. R	.....	.....	.....	.....	65,056	4,752,000	65	.....
St. L. and San Francisco R. R	.....	.....	.....	.....	.....	486,200	.....	53,959
St. L., Wab. and Pacific, West'n Div	.....	.....	.....	.....	16,690	5,385,650	.....	.....
St. L., Iron Moun. and South'n R. R	.....	188	324	.....	646	15,400	.....	226,245
Missouri Pacific, Kansas and Tex. Div.	.....	.....	.....	.....	.....	491,700	150	66,529
Cairo Short Line R. R	.....	70	.....	.....	.....	.....	24	34,407
Louisville and Nashville R. R	300	.....	159	.....	32	8,250	550	561
Mobile and Ohio R. R	.....	.....	.....	.....	.....	.....	.....	11,964
Ohio and Mississippi R. R	1,465	4,870	20,135	.....	.....	128,700	.....	.....
Chicago and Alton R. R	1,321	.....	271	24	.....	651,300	.....	.....
Indianapolis and St. Louis R. R	.....	.....	.....	.....	46	166,100	2,410	.....
Vandalia and Terre Haute R. R	489	101	6,056	481	160	193,600	.....	.....
St. L., Wab. and Pac., East'n Div	1,713	1,426	150	.....	200	606,100	.....	.....
Tol., St. Louis and K. C. R. R	163	.....	.....	.....	.....	157,600	.....	.....
Illinois and St. Louis R. R	.....	.....	.....	100	20	8,800	.....	.....
Chi., Burl. and Quincy R. R	.....	.....	.....	.....	.....	1,265,000	.....	.....
Keokuk and St. Louis R. R	.....	.....	.....	.....	3,400	280,400	389	.....
Upper Mississippi River	10	.....	10	.....	116,284	.....	2,321	.....
Lower Mississippi River	768	501	4,583	.....	11,694	.....	12	5,658
Illinois River	.....	.....	.....	.....	72,348	118,854	.....	.....
Missouri River	.....	.....	.....	.....	90,444	.....	.....	.....
Ohio, Cumb. and Tenn. Rivers	.....	98	65	.....	.....	.....	.....	913
Driven	.....	.....	.....	.....	.....	.....	.....	.....
Total	6,229	7,254	31,753	605	379,186	15,006,604	5,921	400,236

By railroad, river, etc.	Cotton seed.	Cotton-seed meal.	Cran-berries.	Coke.	Dried fruit.	Eggs.	Flax-seed.	
	Tons.	*Tons.*	*Pkgs.*	*Tons.*	*Pkgs.*	*Pkgs.*	*Sacks.*	*Bu. blk.*
Chicago and Alton R. R., Mo. Div	.....	.....	.....	.....	5,295	444	113	8,500
Missouri Pacific R. R	.....	.....	.....	45	2,684	20,724	1,472	166,550
St. Louis and San Francisco R. R	84	883	.....	.....	18,047	30,289	6	60,000
St. L., Wab. and Pac., West'n Div	.....	.....	.....	.....	411	9,415	2,125	31,600
St. L., Iron Moun. and South'n R. R	4,726	.....	.....	278	5,666	1,189	.....	500
Mo. Pacific, Kansas and Texas Div	306	.....	.....	56	100	1,713	1,720	63,500
Cairo Short Line R. R	1,255	.....	.....	54	10,172	5,548	.....	.....
Louisville and Nashville R. R	.....	.....	.....	8,854	4,416	2,269	36	.....
Mobile and Ohio R. R	.....	.....	.....	.....	248	2,646	.....	.....
Ohio and Mississippi R. R	.....	.....	294	41,982	14,117	205	.....	.....
Chicago and Alton R. R	5	.....	2,018	100	18,711	398	.....	509
Indianapolis and St. Louis R. R	.....	.....	.....	937	608	.....	.....	.....
Vandalia and Terre Haute R. R	.....	.....	541	51,246	2,684	692	.....	9,000
St. L., Wab. and Pacific, East'n Div	.....	.....	2,873	761	8,568	284	.....	.....
Toledo, St. Louis and K. C. R. R	.....	.....	.....	.....	1	151	.....	.....
Illinois and St. Louis R. R.	.....	.....	.....	.....	12	2,603	.....	.....
Chicago, Burl. and Quincy R. R	.....	.....	2	.....	1,085	.....	.....	.....
Keokuk and St. Louis R. R	.....	.....	.....	.....	937	1,172	.....	13,500
Upper Mississippi River	.....	.....	.....	.....	676	2,776	70	.....
Lower Mississippi River	1,321	.....	.....	.....	4,003	16,574	.....	.....
Illinois River	.....	.....	.....	.....	284	1,973	.....	.....
Missouri River	.....	.....	.....	.....	435	7,947	36	.....
Ohio, Cumb. and Tenn. Rivers	.....	.....	.....	4,966	407	104	.....	.....
Express	.....	.....	.....	.....	.....	173,361	.....	.....
Total	7,697	883	5,728	109,279	99,567	282,477	5,578	353,650

Receipts per each railroad, river, driven, and express for the year 1886—Continued.

By railroad, river, etc.	Flax tow.	Fish.	Flour.	Grease.	High wines and whisky.	Hay.	Horses and Mules.	Hemp
	Bales.	*Pkgs.*	*Bbls.*	*Lbs.*	*Bbls.*	*Tons.*	*Head.*	*Bales.*
Chicago and Alton R. R., Mo. Div	.....	53	42,351	89,520	477	993	2,877	240
Missouri Pacific R. R.	1,631	2,604	123,581	262,953	31	2,029	9,470	.....
St. Louis and San Francisco R. R	.....	.....	39,576	26,025	.....	1,003	1,257	.....
St. L., Wab. and Pac., Western Div	60	8,082	76,799	509,206	81	8,529	12,834	.....
St. L., Iron Mount. and Southern R. R.	.....	213	7,959	8,189	264	125	5,025	.....
Missouri Pacific, Kans. and Tex. Div.	.....	.....	3,111	7,031	.....	6,536	229	.....
Cairo Short Line R. R	.....	49	36,282	1,000	14	.....	512	.....
Louisville and Nashville R. R	.....	212	24,283	.....	27,421	32	459	134
Mobile and Ohio R. R	.....	.....	79,041	.....	.....	.....	.....	.....
Ohio and Mississippi R. R	.....	9,310	34,842	4,659	16,816	5,941	492	.....
Chicago and Alton R. R	.....	10,494	37,292	286,291	837	6,709	2,305	.....
Indianapolis and St. Louis R. R	127	28,663	33,015	186,964	6,244	4,454	923	127
Vandalia and Terre Haute R. R	.....	935	12,133	102,161	7,547	3,200	1,274	12
St. L., Wab. and Pac., Eastern Div	.....	15,003	38,057	581,850	362	12,527	1,599	.....
Toledo, St. Louis and K. C. R. R	.....	2	4,427	.....	.....	2,241	3	.....
Illinois and St. Louis R. R	.....	.....	4,930	.....	.....	.....	.....	.....
Chi., Burl. and Quincy R. R	.....	330	93,822	.....	20	8,641	100	.....
Keokuk and St. Louis R. R	220	2,548	75,810	156,280	19	14,481	22	.....
Upper Mississippi River	.....	1,931	31,024	33,040	.....	6,689	1,912	.....
Lower Mississippi River	.....	626	39,147	11,600	.....	65	393	.....
Illinois River	.....	557	3,136	400	.....	878	280	.....
Missouri River	.....	.....	6,040	425,800	.....	5	33	132
Ohio, Cumb. and Tennessee Rivers	.....	.....	.....	.....	.....	.....	8	.....
Driven	.....	.....	.....	.....	.....	.....	25	.....
Total	2,038	81,612	846,658	2,692,969	60,133	85,078	42,032	645

By railroad, river, etc.	Hides.	Hogs.	Hops.	Iron and steel.	Jute.	Lard.	Lead.
	Pounds.	*Head.*	*Bales.*	*Tons.*	*Bales.*	*Pounds.*	*Pigs.*
Chicago and Alton R. R. Mo., Div	1,125,785	71,075	191	698	.....	436,115	68,380
Missouri Pacific R.R.	2,174,734	255,125	.....	4,433	.....	5,146,292	321,359
St. Louis and San Francisco R. R.	2,689,477	146,726	519	.....	.....	8,403	139,325
St. L., Wab. and Pacific, West'n Div	1,271,573	399,471	70	2,177	.....	2,747,190	18,990
St. L., Iron Mount'n and South'n R. R.	6,047,668	26,923	129	4,380	.....	86,375	359,137
Missouri Pacific, Kans. and Tex. Div	1,815,892	.....	.....	60	.....	2,061	.....
Cairo Short Line R. R	1,583,954	25,066	16	.....	.....	19,203	329
Louisville and Nashville R. R	380,509	28,846	.....	463	.....	31,445	.....
Mobile and Ohio R. R	143,070	6,654	.....	.....	.....	7,140	.....
Ohio and Mississippi R. R	85,653	19,075	353	20,262	5,080	1,054	.....
Chicago and Alton R. R	249,379	61,921	1,573	5,333	45,824	62,830	4,923
Indianapolis and St. Louis R. R	67,292	19,485	1,198	6,212	5	1,850	2,400
Vandalia and Terre Haute R. R	800	18,158	81	18,866	254	272,357	1,411
St. L., Wab. and Pac. R. R., East. Div.	986,745	44,058	3,965	6,894	462	500,000	2,847
Toledo, St. Louis and K. C. R. R	2,059	12,608	.....	.....	.....	.....	.....
Illinois and St. Louis R. R	99,850	.....	.....	24	.....	80,800	.....
Chi., Burl. and Quincy R. R	6,200	69,866	110	30	.....	211,260	125,205
Keokuk and St. Louis R. R.	265,463	.....	629	759	.....	1,643,500	26,443
Upper Mississippi River	203,910	17,966	.....	.....	.....	119,380	.....
Lower Mississippi River	663,555	8,531	.....	8,031	13,567	37,265	4,382
Illinois River	18,890	14,663	.....	.....	.....	1,440	.....
Missouri River	37,130	14,594	.....	30	.....	508,171	.....
Ohio., Cumb., and Tennessee Rivers	59,110	260	.....	3,295	.....	.....	.....
Wagon	.....	3,400	.....	.....	.....	.....	63,723
Total	19,978,698	1,264,471	8,834	81,947	65,192	11,924,131	1,138,854

Receipts per each railroad, river, driven, and express for the year 1886—Continued.

By railroad, river, etc.	Leather.	Lumber.		Lath.	Malt.	Merchandise and sundries.	
	Rolls.	*Cars.*	*M. feet.*	*M.*	*Sks.*	*Packages.*	*Cars.*
Chicago and Alton R. R., Mo. Div.	23	29	.....	.....	.....	45,660	985
Missouri Pacific R. R.	102	142	.....	.....	.....	84,322	13,078
St. Louis and San Francisco R. R.	6	267	.....	.....	.....	35,202	4,782
St. L., Wab. and Pacific, West'n Div.	336	457	.....	.....	247	39,378	2,466
St. L., Iron Mount'n and South'n R. R.	195	18,422	.....	.....	300	161,755	21,502
Missouri Pacific, Kans. and Tex. Div.	14	112	.....	.....	.....	16,015	1,727
Cairo Short Line R. R.	88	3,627	.....	.....	.....	56,593	1,637
Louisville and Nashville R. R.	2,227	1,973	.....	.....	.....	1,007,310	13,240
Mobile and Ohio R. R.	3	729	.....	.....	.....	12,622	767
Ohio and Mississippi R. R.	9,593	334	.....	.....	.....	901,961	9,283
Chicago and Alton R. R.	13,982	1,084	.....	.....	361	224,179	4,639
Indianapolis and St. Louis R. R.	6,066	909	.....	100	400	488,938	4,507
Vandalia and Terre Haute R. R.	11,817	651	.....	.....	2,349	1,973,646	15,361
St. L., Wab. and Pac., Eastern Div.	3,120	1,737	.....	.....	.....	490,197	12,015
Toledo, St. Louis and K. C. R. R.	.....	60	.....	.....	.....	5,387	105
Illinois and St. Louis R. R.	.....	.....	.....	.....	.....	26,237	287
Chi., Burl. and Quincy R. R.	278	1,480	.....	.....	.....	144,877	5,599
Keokuk and St. Louis R. R.	229	646	.....	.....	.....	31,109	3,986
Upper Mississippi River	601	.....	686	835	50	135,942	.....
Lower Mississippi River	44	.....	6,080	.....	240	183,497	.....
Illinois River	939	.....	5	.....	.....	31,511	.....
Missouri River	.....	.....	413	.....	.....	14,716	.....
Ohio., Cumb., and Tennessee Rivers	231	.....	6,793	.....	.....	79,092	.....
Wagon	.....	.....	.....	.....	.....	.....	.....
Total	49,894	32,659	13,977	935	3,947	6,190,146	115,966

By railroad, river, etc.	Molasses.		Nails.	Oats.		Oat-meal.	Oils.	
	Bbls.	*Kegs.*	*Kegs.*	*Sacks.*	*Bushels.*	*Bbls.*	*Bbls.*	*Tanks.*
Chicago and Alton R. R., Mo. Div.	.....	.....	.....	.....	175,000	.....	4	.....
Missouri Pacific R. R.	9,676	1,920	.....	3,160	159,600	.....	6,935	.....
St. Louis and San Francisco R. R.	.....	.....	.....	314	18,700	.....	300	.....
St. L., Wab. and Pac., West'n Div	565	175	.....	32,712	2,221,500	3,428	1,851	1
St. L., Iron Mount. and South'n R. R.	1,397	22	44,390	391	4,800	.....	7,219	512
Mo. Pacific, Kansas and Texas Div	.....	.....	200	445	28,900	.....	579	71
Cairo Short Line R. R	1,617	7	163,316	670	65,500	.....	983	2
Louisville and Nashville R. R.	705	300	177,983	.....	72,300	.....	650	.....
Mobile and Ohio R. R.	.....	.....	.....	.....	19,200	.....	1	.....
Ohio and Mississippi R. R.	.....	.....	79,461	3,874	370,800	41	36,304	1,384
Chicago and Alton R. R	812	228	11,728	164	427,300	360	959	9
Indianapolis and St. Louis R. R.	298	2	70,573	155	234,200	150	47,297	2,685
Vandalia and Terre Haute R. R.	50	.....	310,554	25,256	341,800	530	14,443	98
St. L., Wab. and Pac., East'n Div	1,045	.....	10,736	720	592,700	214	4,076	296
Toledo, St. Louis and K. C. R. R	.....	.....	.....	556	193,800	.....	.....	.....
Illinois and St. Louis R. R	.....	.....	9,077	.....	3,000	.....	363	.....
Chi. Burl. and Quincy R. R	112	12	46	.....	583,500	30	248	.....
Keokuk and St. Louis R. R.	1,498	500	.....	25,159	584,100	3,413	7,669	.....
Upper Mississippi River	370	.....	845	115,483	.....	777	4,047	.....
Lower Mississippi River	8,313	15	.....	567	.....	.....	4,702	.....
Illinois River	1,245	100	.....	15,265	.....	70	11	.....
Missouri River	.....	.....	.....	990	.....	.....	1,173	.....
Ohio, Cumb. and Tenn. Rivers	17	.....	29,908	.....	.....	.....	.....	.....
Driven, express and wagon	.....	.....	.....	.....	.....	.....	.....	.....
Total	27,720	3,281	908,817	225,881	6,096,700	9,013	139,814	5,058

Receipts per each railroad, river, driven, and express for the year 1886—Continued.

By railroad, river, etc.	Onions.		Oranges and lemons.	Ore.		Pig iron.	Peltries and furs.
				Iron.	Zinc.		
	Sacks and barrels.	*Bushels bulk.*	*Boxes and barrels.*	*Tons.*	*Tons.*	*Tons.*	*Packages*
Chicago and Alton R. R., Mo. Div	1	.....	2,301	.....	.....	.....	1,185
Missouri Pacific R. R	295	.....	620	41	3,862	2,650	5,315
St. L. and San Francisco R. R	.....	.....	7,774	8,890	27,135	36,229	316
St. L., Wab. and Pac., West'n Div	86	500	554	.....	.....	649	4,996
St. L., Iron M. and South'n R. R	297	.....	12,555	155,268	1,159	30,553	2,369
Missouri Pac., Kan. and Tex. Div	.....	.....	.....	.....	15	419	676
Cairo Short Line R. R	6,830	.....	23,016	.....	.....	1,766	399
Louisville and Nashville R. R	1,376	.....	20,869	.....	.....	25,715	66
Mobile and Ohio R. R	.....	.....	.....	.....	.....	.....	73
Ohio and Mississippi R. R	3,609	21,000	2,492	.....	.....	26,760	132
Chicago and Alton R. R	698	13,000	2	.....	209	4,149	154
Indianapolis and St. Louis R. R	5,783	57,500	874	.....	.....	3,018	69
Vandalia and Terre Haute R. R	1,645	24,000	4,188	.....	.....	5,582	3
St. L., Wab. and Pac., East'n Div	1,466	12,000	26,155	.....	.....	3,900	21
Toledo, St. Louis and K. C. R. R	4	.....	.....	.....	.....	.....	1
Illinois and St. Louis R. R	.....	.....	.....	.....	.....	.....	91
Chi., Burl. and Quincy R. R	862	3,500	.....	.....	45	3,925	.....
Keokuk and St. Louis R. R	73	3,000	.....	.....	.....	.....	844
Upper Mississippi River	6,899	.....	.....	.....	.....	.....	284
Lower Missisippi River	2,274	.....	2,412	.....	.....	500	1,114
Illinois River	2	.....	.....	.....	.....	.....	81
Missouri River	1,409	.....	.....	.....	.....	.....	619
Ohio, Cumb. and Tenn. Rivers	123	.....	.....	.....	.....	8,904	81
Driven and Express	.....	.....	.....	.....	.....	.....	.....
Total	33,732	134,500	103,812	164,199	32,425	154,719	18,889

By railroad, river, etc.	Pork product.			Potatoes.		Rye.	
	Pork.	Hams.	Meats.				
	Barrels.	*Pounds.*	*Pounds.*	*Sks. and barrels.*	*Bushels.*	*Sacks.*	*Bushels.*
Chicago and Alton R. R., Mo. Div	.....	91,580	3,016,245	13	5,400	.....	8,800
Missouri Pacific R. R	.....	1,120,970	5,946,393	1,926	2,700	82	299,750
St. Louis and San Francisco R. R	.....	20,000	.....	152	900	.....	6,600
St. L., Wab. and Pac., Western Div	296	1,468,693	12,021,677	7,019	8,100	81	42,350
St. L., Iron Mount. and Southern R. R	.....	38,374	95,679	2,071	12,400	.....	.....
Mo. Pacific R. R., K. and Texas Div	.....	1,210	10,306	3	.....	.....	4,950
Cairo Short Line R. R	.....	.....	.....	18,781	14,250	.....	.....
Louisville and Nashville R. R	.....	98,122	10,527	8,770	12,150	.....	1,100
Mobile and Ohio R. R	.....	.....	.....	1,760	850	.....	.....
Ohio and Mississippi R. R	.....	25,000	125,000	4,026	19,350	.....	.....
Chicago and Alton R. R	.....	51,230	696,000	5,641	92,300	.....	5,500
Indianapolis and St. Louis R. R	250	43,670	527,072	910	80,100	.....	550
Vandalia and Terre Haute R. R	188	158,184	3,662,030	1,679	55,350	.....	1,100
St. L., Wab., and Pac. R. R., East'n Div.	3,962	523,125	10,312,470	11,656	157,050	.....	7,150
Tol. St. Louis and K. City R. R	.....	.....	.....	153	2,400	.....	.....
Illinois and St. Louis R. R	.....	.....	900	2,558	3,150	.....	.....
Chi., Bur. and Quincy R. R	.....	274,000	7,724,000	.....	900	.....	56,100
Keokuk and St. Louis R. R	1,265	538,700	18,859,489	1,830	4,500	76	1,100
Upper Mississippi River	513	57,470	104,490	27,447	.....	2,829	.....
Lower Mississippi River	.....	6,460	3,080	12,265	.....	23	.....
Illinois River	.....	1,190	1,000	1,595	.....	1,173	.....
Missouri River	193	46,897	172,101	1,778	.....	114	.....
Ohio, Cumb. and Tenn. Rivers	.....	.....	.....	1,667	.....	.....	.....
Driven and express	.....	.....	.....	.....	.....	.....	.....
Total	6,667	4,564,875	63,288,459	113,700	471,850	4,378	435,050

Receipts per each railroad, river, driven, and express for the year 1886—Continued.

By railroad, river, etc.	Rice.	Rosin.	Railroad iron.	Salt.			Seeds.
	Pkgs.	*Barrels.*	*Tons.*	*Sacks.*	*Barrels.*	*Bulk, bushels.*	*Sks. and barrels.*
Chicago and Alton R. R., Mo. Div.	.....	.....	.....	.....	.....	.....	2,049
Missouri Pacific R. R.	.....	.....	147	.....	.....	.....	7,802
St. Louis and San Francisco R. R.	.....	.....	.....	.....	.....	.....	3,163
St. L., Wab. and Pac., West'n Div.	.....	.....	4,214	.....	.....	1,120	13,753
St. L., Iron Mount. and Southern R. R.	7,176	32,893	30,828	800	830	7,840	802
Mo. Pacific, Kans. and Texas Div.	.....	.....	.....	.....	.....	.....	6,110
Cairo Short Line R. R.	14,049	61	.....	.....	.....	1,680	923
Louisville and Nashville R. R.	2,176	240	14	.....	134	5,040	1,707
Mobile and Ohio R. R.	.....	.....	.....	.....	.....	.....	813
Ohio and Mississippi R. R.	.....	.....	2,849	1,741	20,126	48,160	19,663
Chicago and Alton R. R.	19,829	2	18,703	2,812	11,810	24,640	2,500
Indianapolis and St. Louis R. R.	602	.....	30,246	5,971	9,174	17,920	3,925
Vandalia and Terre Haute R. R.	1,279	.....	57,679	725	25,983	95,200	3,991
St. L., Wab. and Pac., East'n Div.	6,270	.....	37,648	14,948	327,701	45,360	2,028
Tol., St. Louis and K. C. R. R.	.....	.....	.....	.....	.....	.....	259
Illinois and St. Louis R. R.	.....	.....	.....	.....	.....	.....	312
Chi., Burl. and Quincy R. R.	.....	.....	.....	.....	.....	.....	.....
Keokuk and St. Louis R. R.	.....	.....	691	.....	.....	.....	11,104
Upper Mississippi River	.....	.....	.....	.....	.....	.....	959
Lower Mississippi River	20,698	546	.....	24,995	.....	200	975
Illinois River	.....	.....	.....	.....	.....	.....	944
Missouri River	.....	.....	.....	.....	.....	.....	2,071
Ohio, Cumb., and Tenn. Rivers	.....	.....	10,050	.....	4,600	.....	39
Express	.....	.....	.....	.....	.....	.....	.....
Total	72,079	33,742	193,069	51,992	400,358	247,160	85,892

By railroad, river, etc.	Sheep.	Staves.		Sugar.				Shingles.
	Head.	*M.*	*Cars.*	*Hhds.*	*Bbls.*	*Bxs.*	*Bags.*	*M.*
Chicago and Alton R. R., Mo. Div.	10,430	.....	2	.....	10	.....	.....	.....
Missouri Pacific R. R.	64,891	.....	3	.....	80	.....	.....	.....
St. Louis and San Francisco R. R.	67,913	.....	.....	.....	1,700	.....	.....	.....
St. L., Wab. and Pac., Western Div.	73,688	.....	1	.....	6,204	.....	66,725	.....
St. L., Iron Mount. and Southern R. R.	30,107	.....	1,934	6,032	8,825	.....	7,481	1,441
Missouri Pac., Kan. and Texas Div.	.....	.....	.....	.....	.....	.....	.....	.....
Cairo Short Line R. R.	20,318	.....	687	1,190	19,780	.....	.....	.....
Louisville and Nashville R. R.	11,061	.....	156	33	17,606	.....	300	.....
Mobile and Ohio R. R.	3,875	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi R. R.	5,661	.....	171	.....	4,811	.....	370	.....
Chicago and Alton R. R.	4,663	.....	310	.....	51,933	792	300	220
Indianapolis and St. Louis R. R.	3,440	.....	286	510	5,414	.....	.....	425
Vandalia and Terre Haute R. R.	5,304	.....	462	265	14,121	.....	.....	160
St. L., Wab. and Pac., Eastern Div.	3,292	.....	689	3,139	71,538	.....	7,047	4,407
Toledo, St. Louis and K. C. R. R.	3,755	.....	392	.....	.....	.....	.....	.....
Illinois and St. Louis R. R.	.....	.....	.....	.....	.....	.....	.....	.....
Chi., Burl. and Quincy R. R.	3,530	.....	.....	.....	.....	.....	.....	.....
Keokuk and St. Louis R. R.	.....	.....	2	8	2,285	.....	.....	.....
Upper Mississippi River	3,393	.....	.....	.....	87	.....	.....	100
Lower Mississippi River	5,301	68	.....	21,710	37,671	.....	23,357	8,326
Illinois River	1,242	.....	.....	.....	10	.....	.....	.....
Missouri River	666	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb., and Tenn. Rivers	247	392	.....	.....	.....	.....	.....	25
Driven	6,208	.....	.....	.....	.....	.....	.....	.....
Total	328,985	460	5,095	32,887	242,075	792	105,580	15,104

Receipts per each railroad, river, driven, and express for the year 1886—Continued.

By railroad, river, etc.	Tallow.	Tar and pitch.	Tobacco.		Turpentine.	Tin.	Tea.
	Pounds.	*Barrels.*	*Hhds.*	*Pkgs.*	*Barrels.*	*Boxes.*	*Chests.*
Chicago and Alton R. R., Mo. Div	511,155	.....	1,325	1,248	.....	.....	432
Missouri Pacific R. R	1,352,816	746	342	684	.....	.....	.....
St. Louis and San Francisco R. R	529,439	.....	154	13	.....	.....	.....
St. L., Wab. and Pac., Western Div	1,289,405	46	4,849	27,317	.....	.....	398
St. L., Iron Mount. and Southern R. R.	509,616	1,643	1,086	6,473	18,670	3	19,419
Mo. Pacific, Kansas and Texas Div	257,493	50	586	276	.....	.....	.....
Cairo Short Line R. R	93,687	60	153	3,087	190	.....	.....
Louisville and Nashville R. R	72,553	995	4,485	9,899	50	11	5
Mobile and Ohio R. R	22,720	.....	.....	.....	.....	.....	.....
Ohio and Mississippi R. R	216,516	185	2,664	236,626	.....	2,889	7,944
Chicago and Alton R. R	1,321,476	4	15	2,181	.....	12,634	4,256
Indianapolis and St. Louis R. R	258,360	22	2,845	9,778	.....	19,635	4,970
Vandalia and Terre Haute R. R.	200,685	917	11,874	4,070	.....	31,624	310
St. L., Wab. and Pac., Eastern Div	1,842,425	.....	97	1,124	.....	22,162	5,658
Toledo, St. Louis and K. C. R. R	2,005	.....	.....	15	.....	.....	.....
Illinois and St. Louis R. R	70,900	.....	.....	.....	.....	.....	.....
Chicago, Burl. and Quincy R. R	20,000	.....	12	76	.....	118	114
Keokuk and St. Louis R. R	1,535,564	.....	561	47,907	.....	.....	12
Upper Mississippi River	379,110	178	75	8,701	.....	.....	.....
Lower Mississippi River	156,700	225	30	900	.....	21,819	.....
Illinois River	9,400	.....	.....	42	.....	82	.....
Missouri River	1,099,600	.....	555	61	.....	.....	.....
Ohio, Cumb., and Tenn. Rivers	30,800	25	405	624	.....	.....	.....
Driven, express, and wagon	.....	.....	.....	.....	.....	.....	.....
Total	11,782,425	5,096	32,113	361,102	18,912	110,977	43,518

By railroad, river, etc.	Wheat.		Wines and liquors.		Wool.
	Sacks.	*Bushels.*	*Barrels.*	*Bxs. and cas.*	*Pounds.*
Chicago and Alton R. R., Mo. Div	9,104	372,500	118	.....	3,042,775
Missouri Pacific R. R	518,780	1,071,500	2,686	675	1,695,549
St. Louis and San Francisco R. R	11,141	744,500	1,901	.....	1,370,695
St. L., Wab. and Pac., Western Div	64,640	1,183,000	1,126	26	2,735,540
St. Louis, Iron Mountain and Southern R. R	86,712	94 000	1,082	384	3,032,990
Mo. Pacific, Kansas and Texas Div	7,164	177,500	.....	.....	1,592,026
Cairo Short Line R. R	17,200	611,000	9	85	747,775
Louisville and Nashville R. R	62	565,500	323	213	2,972
Mobile and Ohio R. R	772	382,250	.....	.....	512,377
Ohio and Mississippi R. R	400	541,500	7,658	776	196,221
Chicago and Alton R. R	202	485,500	24	29	359,606
Indianapolis and St. Louis R. R	265	223,500	575	3,624	280,914
Vandalia and Terre Haute R. R	177	48,500	698	.....	532,643
St. L., Wab. and Pac., Eastern Div	450	237,450	869	4,049	589,621
Tol., St. Louis and K. C. R. R	347	70,650	.....	.....	8,336
Illinois and St. Louis R. R	.....	47,500	6	.....	10,900
Chicago, Burl. and Quincy R. R	.....	554,000	.....	2	1,700
Keokuk and St. Louis R. R	38,335	175,000	591	17	1,454,500
Upper Mississippi River	157,042	.....	265	160	115,150
Lower Mississippi River	425,297	.....	391	4,003	183,747
Illinois River	193,502	18,283	131	157	29,040
Missouri River	270,216	.....	92	21	56,297
Ohio, Cumb., and Tenn. Rivers	2,659	.....	82	6	12,240
Driven, express, and wagon	.....	.....	.....	.....	.....
Total	1,804,417	7,603,633	18,627	14,227	18,563,614

OMAHA.

[From the Omaha Daily Bee, January 1, 1888.]

Omaha during the year 1887 expended for public improvements, packing houses, factories, banking and business houses, school buildings, churches, and dwellings, a grand total of $12,413,529 as against $7,230,738 during 1886. Of this amount $3,943,519 represent public improvement, both by the city and corporations which hold public franchises. The city's quota of these improvements—for pavements, sewers, grading, etc.—foots up $1,329,148. The expenditure for bank buildings, stores and business houses, school buildings, churches, factories, mills, packing houses, and dwellings, aggregates $8,470,010. There were constructed in Omaha during the year 1887, 2,546 buildings of every description, of which 2,179 were dwellings and residence blocks; 272 bank buildings, hotels, and stores; 13 public corporation buildings; 36 factories, mills, packing houses, and manufactory enlargements; 28 churches and parsonage buildings, and 18 school buildings.

COMMERCIAL GROWTH.

Omaha's commercial growth is practically exhibited by her wholesale trade, bank clearings, and industrial statistics. By comparison with our annual review for 1885, we find that the wholesale trade of Omaha has nearly doubled within three years and her bank clearings have more than doubled within that period. In 1884 the wholesale trade of Omaha, exclusive of sales of commission houses, coal dealers, and agricultural implement houses, which are not strictly wholesale, aggregated $20,250,890, and including coal, commission, and implement sales, $24,382,891. During 1887 the wholesale traffic of Omaha, exclusive of coal commission and implement sales, aggregates $37,863,500, and including commission, coal, and implement sales, $44,216,000. This represents a gain of 15 per cent. over sales of 1886.

The Omaha bank clearings for the year 1887 aggregate $147,414,148.71 as against $93,793,835 during 1886.

A carefully compiled summary of Omaha's wholesale traffic for 1887 is embodied in the following summary:

Groceries and provisions	$8,910,000	Hats, caps, and gloves	$430,000
Lumber	7,330,000	Confectionery	415,000
Agricultural implements, carriages, and wagons	2,775,000	Seeds	330,000
Dry goods and notions	2,610,000	Books and stationery	325,000
Steam, water, and railway supplies	2,375,000	Millinery and fancy goods	305,000
Hardware, iron and wagon stock	2,260,000	Rubber goods	235,000
Coal and coke	1,727,000	Jewelry	215,000
Metals, tin plate and tinners' supplies	375,000	Clothing and woolens	200,000
Commission and produce	1,839,500	Wall paper	210,000
Boots and shoes	1,425,000	Paper	150,000
Wines and liquors	1,420,000	Crockery and glassware	140,000
Drugs and druggists' goods	1,350,000	Guns and sporting goods	130,000
Leather, hides, and pelts	995,000	Vinegar and pickles	130,000
Teas, coffees, and spices	895,000	Musical instruments	125,000
Cigars and tobacco	890,000	Leaf tobacco	120,000
Furniture	755,000	Auction and commission	50,000
Illuminating oils	780,000	Refined sirups	50,000
Saddlery hardware and findings	635,000	Butchers' supplies	50,000
Flour and feed	540,000	Toys and willow ware	45,000
Butter and eggs	440,000	Total	44,216,000
Paints, oils, and glass	235,000		

MANUFACTURES.

Omaha is now the leading industrial city west of Chicago. Her machine-shops, founderies, breweries, distilleries, white-lead works, silver-refining works, factories, and meat-packing houses give employment to 7,249 men and women. Re-enforced by the 2,051 laborers employed last summer in the Omaha brick-yards, this army of industrial wage-workers would number 9,300. Omaha now contains several of the most extensive manufacturing establishments in America. Her silver-smelting works are the largest works of this class in the world, her linseed-oil works rival in magnitude the largest oil mills in America, and her distillery ranks as the fourth largest in the United States. Her beef and hog product packing houses are only second in capacity to those of Chicago. The aggregate product of Omaha industrial establishments during the past year, exclusive of the product of packing houses, is computed at $20,725,000.

AS A PORK AND STOCK MARKET.

Omaha now ranks as the third largest pork market in America, and her beef-packing industry has reached a magnitude that warrants the prediction that within ten years she will outstrip all rivals.

The number of cattle, hogs, and sheep handled in the stock yards during the year is computed at 1,324,443, which is an increase of more than 200 per cent. over the preceding year. According to the official packers' statement, there were slaughtered and converted into meat products 871,693 hogs, 65,725 beeves, and 52,800 sheep, aggregating in value, $13,708,124.45. This is an increase of 300 per cent. over the packing exhibit for 1886.

Early in 1884 a number of gentlemen associated themselves together with a view to the development of the live-stock market facilities of Omaha. The outcome was the organization of two separate companies, composed chiefly of the same parties and including in their number some of the most enterprising capitalists of Omaha, Chicago, Cheyenne, Boston, and Saint Louis. It was intended that these two companies, known as the

Union Stock-Yards Company and the South Omaha Land Syndicate, should work in harmony with each other, and they purchased a large tract of land lying immediately south of the city limits of Omaha. The Stock-Yards Company commenced the building of yards, while the land syndicate laid out a town site, giving it the name of South Omaha, where the employés at the yards might build themselves homes. The capital of the Stock-Yards company has been increased to $2,000,000. The yards were first opened for business on August 25, 1884. During the year 1885 $300,545.44 was expended in increasing the facilities. In 1886 $20,000 was spent in the building of additional hog and cattle pens alone; $10,000 or more on a system of water-works; $36,000 on the completion of the Stock Exchange building. . Large sums were also expended in the erection of new packing-houses, and $50,000 have been invested in building new pens to accommodate the rapidly increasing receipts of live stock, until at present the yards cover 25 acres of ground and have a yardage capacity of 15,000 to 20,000 hogs, 10,000 cattle, and 5,000 to 10,000 sheep.

During the month of September a census was taken in South Omaha, which showed a population of 6,345, which has increased at least 1,000 since that time, and the city is now the third pork-packing center in the United States.

THE GRAIN TRADE.

The receipts and shipments of cereals in Omaha, especially of corn, have during 1887 greatly exceeded those of any previous year. The vast area of corn-producing land in Nebraska has naturally made Omaha the receiving point for the product, and with the excellent elevator facilities of the city, and the prospects of additional ones, there is little doubt that Omaha will soon take a first place among the corn centers of the country. New railway lines terminating at this point have opened up a new, vast, and fertile country, and while corn at present is the leading grain handled, there is no doubt that this market will soon become celebrated for its wheat and other small-grain shipments.

The distillers and brewers furnish a cash market of considerable magnitude. They buy direct from country dealers and store the grain in their own warehouses. The Willow Springs distillery during the past year used no less than 650,000 bushels of corn, and the three leading breweries malted 350,000 bushels of barley. The Omaha Horse Railway Company also buys direct, and has during the year 1887 purchased over 100,000 bushels of corn and oats. The local flour and feed mills have purchased 300,000 bushels of wheat and corn, and it is expected that during the present year this consumption will be doubled by the erection of two new mills of great capacity. Himebaugh & Merriam, proprietors of the Union Elevator, report an active trade during the past year. The capacity of their elevators is nearly 1,000,000 bushels. They handled during the year 1887 the following: Corn, 4,048,206 bushels; wheat, 649,736 bushels; rye, 11,883 bushels; flax, 4,389 bushels; barley, 188,155 bushels; oats, 748,061 bushels.

LABOR STATISTICS.

The following statement shows the number of men engaged in the several trades throughout the city: Bricklayers, 528; plasterers, 195; stonecutters, 120; cornice-makers and tinsmiths, 135; plumbers, steam and gas-fitters, 170; brick-molders and setters, 170; painters and paper-hangers, 550; carpenters, 1,040; machinists in Union Pacific shops, 410; other machinists, 310; iron molders, 110; horseshoers, 54; blacksmiths, 75; bakers, 125; harness-makers, 140; tailors, 175; shoe-makers, 50; carriage-makers, 45; carriage-ironers, 35; carriage painters, 65; slaters, 15; collar-makers, 25; lathers, 100; cigar-makers, 175; candy-makers, 100; coopers, 65; laborers, 1,750.

The Union Pacific shops employ 1,064 men and the South Omaha packing-houses 1,600.

THE NEW UNION PACIFIC BRIDGE.

The magnificent new steel bridge between Omaha and Council Bluffs, built by the Union Pacific Company, was completed Friday, November 10, 1887. It is one of the finest structures in the world, as well as one of the largest. Besides two tracks there is a wagon road and a foot-path on either side.

The work was commenced in October, 1885, and from that time until its completion an average of 125 men were employed. The work was done under the direct supervision of Chief Engineer George S. Morrison, who made the original designs. The bridge is 1,750 feet in length, and has ten spans. Four of these are 250 feet in length and the remaining six, three at each end, are deck-spans 125 feet each in length. The floor of the bridge is 66 feet above low water. The width over all is 54 feet. The width of the roadways are 7 feet each, and of the foot-paths 3 feet. The four main or central spans rest upon colossal granite piers, the total height of each being 140 feet, 74 feet being beneath the level of low water. The length of each pier is 55 feet at the water and 43 feet

at the coping. The thickness of the piers range from 12 to 8 feet. The bridge will stand a pressure of over 4 tons to the square foot. The exact cost of the structure is not yet known, but it will approximate $900,000.

The old bridge, which was considered at the time of its erection the finest structure west of the Mississippi, was a small affair compared with the new one. Yet its cost was over $2,500,000, nearly three times as much as the new one. The work of construction was commenced in November, 1869, and was not completed until March 25, 1873. It was 2,752 feet long and had eleven spans. It was built of iron. The elevation was 50 feet above high-water mark.

COUNCIL BLUFFS.

We are indebted to Mr. E. H. Odell, secretary of the Board of Trade of Council Bluffs, for the following statement of the commerce of that city for the year 1887:

"The general business activity for the year 1887 has been greater than the year preceding it, and the total results show a very favorable increase. Particularly has it been so in the line of agricultural implements, which last year amounted to the enormous sum of $10,000,000, keeping Council Bluffs still in the enviable position of the second greatest distributing point for agricultural implements in the world, Kansas City being the first. This has been accomplished without the addition of any new wholesale houses, although at least two eastern manufacturing companies had determined upon establishing branches here during the year. The increased business came largely from the old territory, showing a very healthy condition of the farming interest of the Western States, but nearly all the houses have increased their traveling force of salesmen and invaded new territory.

There has been a healthy growth in the local manufacturing interests, several new factories having been located here, and all of the old ones enjoying increased prosperity. This will reach a total of over $3,500,000. This, added to the wholesale trade of every character, will round up $25,000,000. The real estate transfers for the year have been unprecedented in the history of the city, being more than three times the gross aggregate of the year preceding. The city improvements have also doubled, and including the private building, will reach more than $1,000,000. There have been the largest number of homes built that has ever been reached in the aggregate of any three years of the city's history in the past. These houses, which will range in cost from $1,000 to $10,000, were not built by speculators for tenement purposes but by bona fide citizens for homes, the majority of them by people newly arrived in the city. The peopling of these new houses with people has added fully 5,000 to the city's population during the year. Street car lines have been extended at a cost of over $10,000. The extension of the water-works has been nearly as great. Two hundred thousand dollars' worth of street paving has been laid and nearly 7 miles of new sewers built. In addition to this nearly 20 miles of new streets have been graded preparatory to paving this year. For this and other filling work more than 500,000 loads of earth have been hauled from the hills, giving employment to a large number of men and teams, and extending the city in two directions.

The grand total of the city's business for the year will reach $40,000,000 in round numbers.

Among the most important improvements that the year has witnessed has been the completion of the new $2,000,000 steel railway and thoroughfare bridge built by the Union Pacific Railway Company, connecting Council Bluffs with Omaha, and substantial commencement of the exclusive thoroughfare bridge connecting Broadway, Council Bluffs, with Douglas Street, Omaha, and which is contracted to be completed by the 10th of next June.

The Union Pacific bridge is a double-track structure 65 feet wide, and has two wagon ways and street car tracks, and two foot passage ways. The second bridge will be a lighter structure but will be one of the finest bridges over the Missouri River, and the only exclusive thoroughfare bridge over that stream.

Altogether, the year has been the most prosperous the city has ever known, and if the promises of the new year are realized 1888 will witness an increase all around that will be fully as satisfactory as the past year.

The population of Council Bluffs is now (January 1, 1888) 30,000.

SAINT JOSEPH, MO.

Situated on Missouri River, contributes to some extent to Mississippi commerce. Population, 70,000; 170 factories, nearly all established within ten years; residents own about nine-tenths of invested capital; products sold mostly in Kansas, Nebraska, Colorado, New Mexico; annual wages paid $2,891,400; river navigation having of late years well nigh suspended or fallen into disuse, the close of the river has no appreciable effect on business. Being a port of entry, Saint Joseph receives supplies in bulk from Europe, and also from New York, Chicago, and Saint Louis, and distributes her wares and merchandise to California, Utah, and the Southwest.

BRIEF HISTORICAL REVIEW.

In the year 1803, Joseph Robidoux, the founder of the city of Saint Joseph, which he named in honor of his "patron saint," pitched his tent on the "Black Snake Hills," in the heart of the famous "Platte Purchase," in the State of Missouri. This was the natural and established direct outlet for all the country east of the Missouri River, to the vast and then but little explored fields of the "Great West." After its occupation by this sturdy and resolute pioneer, it soon became the trading and supply depot for the numerous Indian tribes of the "Great American Plains" and the hardy pioneers of the Rocky Mountains. When visited, in the year 1843, by the great naturalist, Audubon, on his way to the Yellowstone, that part of the narrative of his explorations in which he spoke of the "Black Snake Hills" is especially interesting because eminently prophetic. He wrote: "We reached the Black Snake Hills settlement, which is a delightful site for a populous city, which will be here some fifty years hence." Mr. Robidoux had selected this spot on account of its natural and central advantages and the richness and extent of the country surrounding it upon all sides. Now, however, inspired by the words of the great naturalist, and after a lonely but profitable occupation of forty years, he pre-empted the 160 acres of land upon which he was heretofore but a "squatter," and laid out the town of Saint Joseph. It fast grew in municipal importance, and on the 26th day of February, 1845, became duly incorporated.

In the year 1849 the historical gold excitement which thrilled the nerves of the entire country, filled the town with a busy population of emigrants, arriving and departing for the gold fields of California. This was the great gateway of access to the famous El Dorado, reposing beneath the splendors of the setting sun, and it profited largely in the equipment and fitting out of trains which daily departed thitherward. Thus in the year 1851 the town had attained a population of some 4,000, and the inhabitants took upon themselves the dignity and importance of a city, its first charter bearing date February 22, 1851. This date and month was a propitious omen for the welfare of the giant then born, as it was for the nativity of the "Father of His Country;" and but little did the inhabitants of the embryonic city then dream that it was also to mark the completion of the Hannibal and Saint Joseph Railroad in 1859—the first railroad of the country penetrating so far west. The city continued to progress steadily and surely, and because of the solid and substantial base upon which she is founded will so continue in an ever-increasing ratio. She can have no back-sets, because she will have no inflations. What she is she has become of her own native plasticity, and as she continues to grow and prosper, as she inevitably must, she will attract more and more, as is now evinced by the tide set in, of that outside capital and immigration which has built up other cities of the West, but on the basis of speculation and with comparatively inferior advantages. When those places, now in seeming ascendancy, will fail to support the uncertain fabrics of their ephemeral growth, Saint Joseph will be growing stronger and greater, until within the time of the present generation she will be the great city of the Missouri Valley, without a peer as to commercial supremacy and metropolitan magnificence. See the steady and increasing growth of the past.

Population of Saint Joseph.

Year.	Population.	Year.	Population.
1845	600	1882	40,000
1850	3,450	1883	43,000
1860	8,500	1884	50,000
1865	9,500	1885	57,000
1870	19,565	1886	65,000
1880	32,431	1887	70,000
1881	38,000		

THE TRADE OF 1886 AND 1887.

The year 1887 overtopped all previous ones, there being an actual increase of over $13,000,000 in the sales of wholesalers and retailers. The table which is appended gives

a concise statement, comparative with the showing made by the secretary of the board of trade in his annual report for 1887:

	1887.	1886.		1887.	1886.
Dry goods	$14,216,529	$13,201,000	Leather findings	$437,410	$418,140
Groceries	16,104,685	15,225,000	Oysters, fish, game, and meat	492,350	475,000
Hardware, iron, cutlery	5,625,000	5,400,000	Sewing machines	95,000	88,500
Lumber and building material	6,422,000	5,778,000	Musical instruments	210,040	187,820
Grain and produce	6,520,000	6,759,000	Bottled beer, cider, etc	325,760	300,890
Live stock	6,492,000	5,000,000	Cooperage, boxes, and work	143,450	115,000
Machinery and agricultural implements	3,965,675	3,332,500	Guns, pistols, and sporting goods	84,000	79,075
Wines and liquors	2,042,080	1,868,400	Coffins and undertaking	50,000	45,000
Clothing	2,845,012	2,356,250	Merchant tailoring	295,000	271,080
Boots and shoes	2,271,600	2,378,700	Livery and boarding stables	274,350	239,400
Drugs, paints, and oils	2,532,484	1,618,400	Restaurants and hotels	579,000	496,000
Tobacco and cigars	1,630,000	1,300,250	Brick	720,650	486,490
Wools, tallow, and furs	1,592,500	1,345,500	Trunks and satchels	100,000	91,700
Saddlery and harness	1,802,400	1,650,200	Flour, feed, and mill stuffs	3,600,000	3,300,000
Teas and spices	1,428,000	1,098,700	Crackers, bread, and confectionery	2,750,000	2,031,420
Coal	2,434,000	2,070,000	Hats and caps	500,000	279,000
Wood	740,200	680,300	Furniture and carpets	2,775,320	2,037,250
Ice	190,720	127,800	Millinery	550,000	.....
Wagons and carriages	2,130,450	1,764,400	Florists and nursery products	30,630	26,265
Watches, clocks, jewelry	1,162,525	894,250	Sale of goods manufactured at home	22,235,000	17,939,000
Printing, publishing, etc	922,220	793,370			
Stoves and tinware	744,000	692,000	Total	123,809,591	110,564,916
Books, stationery, etc	530,200	468,750	Excess over 1886	13,244,675	.....
Queensware and glassware	1,200,420	1,090,540			
Gas-fitting and plumbing	540,720	506,930			
Storage and commission	830,370	780,450			
Toys, notions, and fancy goods	692,240	648,420			

STATISTICS OF MANUFACTURES IN SAINT JOSEPH.

There has been a more decided increase in this line of industry than ever before. During the year just ended there have been established in Saint Joseph several new manufactories in new lines of goods, and several other institutions are now looking in this direction. The following table gives the increase in each line, together with the total value of the products:

Kind of manufactures.	Capital invested.	Value of products.		Number employés.	Aggregate wages per month.
		1886.	1887.		
Refineries	$250,000	$650,000	$700,000	265	$2,800
Woolen goods	425,000	475,000	490,000	250	9,000
Flour and feed	700,000	1,500,000	1,840,000	200	12,000
Breweries and bottling	750,000	650,000	775,000	250	7,000
Foundries, machines, cars, etc	1,500,000	2,110,000	2,525,000	1,300	58,000
Stoves	50,000	50,000	65,000	40	2,600
Furniture and show cases	300,000	975,000	1,110,000	325	18,000
Brick	300,000	425,000	575,000	350	10,500
Crackers and confectioneries	350,000	2,200,000	2,000,000	1,600	30,000
Stone and marble	135,000	550,000	615,000	360	1,250
Harness and saddlery	175,000	300,000	325,000	175	5,000
Printing, publishing, and binding	250,000	400,000	425,000	450	18,000
Planing mills	100,000	600,000	650,000	160	8,000
Plows and implements	75,000	300,000	365,000	90	3,300
Boots and shoes	100,000	250,000	275,000	165	5,000
Shirts, overalls, and jeans	250,000	500,000	1,250,000	1,500	20,000
Carriage and blacksmithing	85,000	225,000	235,000	195	5,000
Cigars	40,000	100,000	200,000	65	2,500
Dairies	25,000	50,000	75,000	35	1,000
Canning factories	75,000	92,000	100,000	190	3,500
Slaughtering and packing	2,250,000	2,100,000	2,550,000	350	9,000
Patent medicines	115,000	100,000	125,000	40	2,000
Gas	650,000	112,000	150,000	50	2,000
Miscellaneous—smaller factories	1,000,000	3,175,000	3,350,000	1,500	5,500
Tobacco	.....	.....	100,000	125	.....
Coffee and spices	.....	.....	750,000	45	.....
Asphalt and paving	.....	.....	215,000	400	.....
Pumps	50,000	.....	.....	35	.....
Total	10,175,000	17,939,000	22,335,000	10,510	240,950
Excess over 1886	.....	.....	4,396,000	.....	.....

THE NEW STOCK YARDS.

The Saint Joseph stock-yards were formally opened December 1, 1887. These stock-yards comprise 440 acres of land just south of the city limits, and were built at a cost approximating $1,000,000. [This does not include the value of the property, etc.] The result is a vast acreage of cattle, hog, horse, and mule pens, and an exchange building that is as fine as can be found in the West. In addition to this, the company has its own line of railway tracks fronting the yards, and innumerable switches and side tracks. All the thirteen trunk lines running into the city are under a contract to use these sheds for twenty-five years, thus securing permanency to packers as well as to the stock-yard owners.

The water system is elaborate, the sewerage is of the most approved underground pattern, and at full pressure carries all of the refuse to the river.

THE RAILROADS.

Saint Joseph's fourteen railroads radiate from a common center to every point of the compass—Four great lines to the west: The Atchison, Topeka and Santa Fé; the Burlington and Missouri River; the Chicago, Kansas and Nebraska, and the Saint Joseph and Grand Island. Three to the north: The Kansas City, Saint Joseph and Council Bluffs; the Saint Joseph and Des Moines, and the Chicago, Saint Paul and Kansas City. Four to the east: The Hannibal and Saint Joseph; the Chicago, Rock Island and Pacific; the Chicago, Burlington and Quincy, and the Chicago, Milwaukee and Saint Paul. Three to the south: The Missouri Pacific, the Wabash, and the Saint Joseph and Saint Louis.

SAINT JOSEPH BRIDGE.

The bridge across the Missouri River at Saint Joseph was completed in May, 1873, and on the 20th of that month the first locomotive crossed the bridge. The amount of traffic over it from October 1, 1886, to September 30, 1887, not including, of course, the traffic of the Saint Joseph and Grand Island or Chicago, Kansas, and Nebraska Railroads, the trains of both of which cross the bridge, is as follows: Sand teams, 21,160; sheep and hogs, 105; horses and cattle, 2,055; four horses and vehicle, 46; two horses and vehicle, 13,070; one horse and vehicle, 3,875; horsemen, 18,037; footmen, 15,460.

BANKS.

There are seven banks in the city of Saint Joseph, with an aggregate capital and surplus of $1,105,000, which on September 1, 1887, had on deposit in the aggregate $7,675,000. Bank clearances for 1887, $71,530,497, showing an increase of 7 per cent. over the clearances of 1886.

KANSAS CITY.

By the water ways Kansas City ought to contribute largely to the commerce of the Mississippi River, but the railways have so diverted traffic that the great river receives comparatively little by way of the Missouri, the natural avenue of Kansas City contributions. The commercial growth of this center of trade is without parallel in America, and doubtless is not surpassed in the history of the world, in view of the little time occupied in attaining her present stupendous proportions. Kansas City is more nearly a rival than a tributary of Saint Louis, which latter point is of paramount importance in the distribution of Mississippi River traffic; so that a glance at the growth and magnitude of Kansas City business is largely valuable as an indication of what might have been, or may be, or should be, accomplished by water transportation. Below tables will be found indicating the direction of freight movement, and I mention it to fix attention to the fact that the river traffic does not rise to the dignity of recognition.

The story of the growth of Kansas City is known to all the country and is the pride of the West, and an extended detail of its development would be superfluous, but its recent strides are worth attention as significant of a commercial importance second to very few cities in the Union.

The population increased from 113,736 in 1884 to 128,474 in 1885, while the assessed valuation, which represents not over one-third the real, increased from $33,900,000 in 1884 to about $39,000,000 in 1885. The number of new buildings erected during the year 1885, for which permits were issued, was 2,914, costing $5,758,629, as against 2,121, costing $3,562,788, in 1884, and 1,192, costing $2,583,295, in 1883. The cash receipts at the post-office increased from $227,149.05 in 1884 to $233,862.95 in 1885, and the total number of pieces of mail handled by the carriers increased from 17,136,008 in 1884 to

20,185,702 in 1885. The transfer of real estate, which is closely connected with city development and a good reflection of the confidence investors feel in the future of the city, amounted to $17,774,700 as against $12,120,840 in 1884 and $8,601,936 in 1883. Decreases in some things may be as significant of progress as increases in others. The public city debt in 1885 was but $965,000 as against $1,045,128.75 in 1884 and $1,095,-166.75 in 1883.

But 1886 and 1887 were years of signal triumph for Kansas City. Money has poured in freely from all quarters for real estate investments, and the land for 2 or 3 miles around the city has been platted and sold and much of it built upon. Property in the business part of the city has advanced in value fully 100 per cent. within the eighteen months—much of it more than that—while in the residence part of the city and adjacent to and on the lines of business development it has advanced more. Unimproved property has increased in value much more rapidly, advances in some cases exceeding 1,000 per cent. Still, with all these advances, business and good residence property in Kansas City is not so high priced as in some other growing cities of equal magnitude, and may go much higher as she approaches the commercial destiny which the future holds in store for her. The record of transactions in real estate presents an exceptional state of facts. From a business aggregating $11,261,781 for the year ending June 30, 1885, it increased to $39,181,732 for the year ending June 30, 1886, and swelled to the enormous aggregate of $88,302,637 for the year ending June 30, 1887. Much of this business was speculative, undoubtedly, but it had a substantial basis in the demand of increasing population for homes and places of business. The population increased from 128,476 in June, 1885, reckoned on a basis of three and one-half to the name in the directory, to 165,924 in June, 1887, reckoned on the basis of three to the name. The number of new houses built during the year 1886 was 4,054, costing $10,393,207, and during the year ending June 30, 1887, it was 5,889, costing $12,839,868. The assessed valuations, which are about 40 per cent. of actual values, increased from $31,678,520 in 1885 to $53,017,290 in 1887, without any new valuation of real estate. The gross receipts at the post-office, which had been $233,862.95 for the calendar year 1885, increased to $311,949.09 for the fiscal year 1887. That this rapid growth was sustained by a corresponding increase of business is shown in the transactions of the clearing-house which, from $204,333,144 during the year ending June 30, 1885, increased to $353,895,458 during the year ending June 30, 1887. Early in the year 1887 Kansas City passed New Orleans in the magnitude of her clearings and took rank as the tenth city in the United States, only New York, Boston, Chicago, Philadelphia, San Francisco, Saint Louis, Baltimore, Cincinnati, and Pittsburgh, in the order named, exceeding her in this respect. For several months she has nearly equaled Pittsburgh, with a much larger per cent. of increase over the preceding year, and at the present ratio of increase will soon pass Pittsburgh and Cincinnati. This rapid development and growth of business at Kansas City is not due so much to local causes as to the concentration of business at this point incident to the growth of the country, the expansion of our railway system, and the more commanding position of the city. At the date of the last trade report the assessed valuations of the States and Territories with which she traded was $2,256,577,209 and it is now $2,588,709,615, an increase of $338,-132,406. Into the States and Territories commercially tributary to Kansas City is now pouring the accumulated surplus wealth of the East and the best, most energetic, intelligent and enterprising people of that part of the nation and of Europe.

Statement showing the population of Kansas City at different periods.

Year.	Population.	Year.	Population.
1838	300	1877	41,786
1846	700	1878	50,126
1855	300	1879	60,372
1857	2,000	1880	62,977
1858	5,185	1881	80,000
1859	8,000	1882	81,040
1865	5,000	1883	93,773
1870	32,000	1884	113,736
1871	36,000	1885	128,476
1872	40,115	1886	132,216
1873	40,740	1887	165,924

FINANCE.

And the growth in population and real-estate values is well sustained, for in no other respect has the city shown greater progress than in the growth of banking and financial institutions, the basis of all business. Banking capital increased from $3,870,000 to $6,950,000,

an increase of nearly 100 per cent., and the operations of these institutions, confined strictly to commercial business as they were, measures the magnitude of commerce as nothing else can measure it. In view of this fact, the deposits and loans of the banks and the transactions of the clearing-house are significant. The bank statement, June 15, shows the following condition as compared with 1886:

	1886.	1887.
Deposits	$11,249,750	$21,289,188
Loans	8,024,975	14,278,022
Specie	832,460	1,914,190
Legal tenders	945,361	1,604,780

This statement shows a percentage of increase of loans and deposits almost equal to that of banking capital, showing that the business of the people increased in equal degree to the increase of banking facilities. The clearing-house record shows transactions of $353,895,458 for the year ending June 30, 1887, as against $251,963,441 for the preceding year, an increase of a little over $101,000,000. As significant of the growth of business in Kansas City for the past eight years, the following statement of the percentage of increase of clearings each year over the year next preceding is submitted:

Year.	Per cent.	Year.	Per cent.
1879-'80	60.62	1883-'84	22.66
1880-'81	25.70	1884-'85	38.43
1881-'82	32.44	1885-'86	23.26
1882-'83	48.24	1886-'87	40.45

Statement showing the assessed valuation of Kansas City at different periods.

Year.	Valuation.	Year.	Valuation.
1846	$500,000	1874	$12,257,730
1858	1,802,000	1875	11,728,650
1861	1,814,320	1876	8,923,190
1862	1,448,284	1877	9,370,287
1863	1,313,790	1878	9,092,320
1864	1,698,460	1879	10,606,660
1865	1,922,670	1880	13,378,950
1866	3,587,875	1881	17,308,750
1867	3,710,813	1882	24,316,020
1868	5,978,068	1883	26,755,315
1869	8,408,111	1884	30,900,000
1870	9,629,455	1885	31,678,520
1871	10,191,910	1886	46,386,790
1872	10,957,250	1887	53,017,290
1873	12,708,290		

TRANSPORTATION.

There were few important changes in rates during the past eighteen months affecting the trade of the city. For a time during the summer and fall of 1886 a rate war existed in Southern Kansas which, while it lasted, made lower rates for shippers at other points than for those at Kansas City, and it was adjusted just before the close of the year in a manner not wholly satisfactory to her people. The roads to the northwest have made some changes in rates to the detriment of trade in Northern Kansas and Nebraska, which rates they still maintain. The high rates and discriminating practices existing formerly are still complained of by Kansas City merchants—and ascribed to the southwestern pool—though ostensibly abolished by the interstate-commerce law. A little more than a year ago the board undertook to secure some desired changes in rates, and to that end organized as a department of the exchange, a board of transportation, which, it was hoped, might effect the desired changes and provide a ready means of adjustment of all disputes between its members and the railroads. Considerable work has been done in that direction, but so far without notable results.

The question of freight rates has become a serious one. The opening of the year found the board and the commercial community of Kansas City engaged in an effort to secure

lower and more equitable rates. The effort has been continued more or less throughout the year without effect. The rates in this locality are higher than in any other point of the United States, and are full of inequalities and discriminations. The effect is very depressing to all productive industry and confusing and damaging to business.

Statement showing the published tariff rate during 1886 *from Kansas City to principal points of shipment.*

Date.	Chicago.							Saint Louis.						
	Fourth-class per 100 pounds.	Wheat per 100 pounds.	Corn, oats, etc., per 100 pounds.	Flour per barrel.	Beef, pork, etc., in boxes, barrels and tierces, per 100 pounds.	Cattle per car.	Hogs per car.	Fourth-class per 100 pounds.	Wheat per 100 pounds.	Corn, oats, etc., per 100 pounds	Flour per barrel.	Beef, pork, etc., in boxes, barrels, and tierces, per 100 pounds.	Cattle per car.	Hogs per car.
Jan. 1 to Aug. 26, 1886..	35	25	20	50	25	$65.00	$42.50	30	20	15	40	20	$47.50	$30.00
Aug. 26 to Dec. 20, 1886	35	25	20	50	22½	65.00	42.50	30	20	15	40	17½	47.50	30.00
Dec. 20, 1886, to Apr. 4, 1887	35	25	20	50	22½	65.00	42.50	30	29	15	40	17½	47.50	30.00
Apr. 4 to June 6, 1887..	35	25	20	50	25	65.00	55.00	30	20	15	40	20	47.50	35.00
June 6 to July 1, 1887..	35	25	20	50	25	65.00	55.00	30	20	15	40	20	47.50	35.00

Date.	Boston.						Baltimore.				
	Wheat per 100 pounds.	Corn, oats, etc., per 100 pounds.	Flour per barrel.	Beef, pork, etc., in boxes, barrels, and tierces, per 100 pounds.	Bulk meats per 100 pounds.	Wool per 100 pounds.	Wheat per 100 pounds.	Corn, oats, etc., per 100 pounds.	Flour per barrel.	Beef, pork, etc., in boxes, barrels, and tierces, per 100 pounds.	Bulk meats per 100 pounds.
July 1 to August 26, 1886	54	49	$1.08	60	65	$1.55	46	41	92	52	57
August 26 to December 20, 1886..	54	49	1.08	57½	62½	1.55	46	41	92	49½	54½
December 20, 1886, to April 4, 1887	60	55	1.20	63	69	1.55	46	41	92	55	60
April 4 to June 6, 1887	55	50	1.10	60	65	1.55	47	42	94	52	57
June 6 to July 1, 1887	54	49	1.08	60	65	1.55	46	41	92	52	57

Date.	New York.						Philadelphia.					
	Wheat per 100 pounds.	Corn, oats, etc., per 100 pounds.	Flour per barrel.	Beef, pork, etc., in boxes, barrels, and tierces, per 100 pounds.	Bulk meats per 100 pounds.	Wool per 100 pounds.	Wheat, per 100 pounds.	Corn, oats, etc., per 100 pounds.	Flour per barrel.	Beef, pork, etc., in boxes, barrels, and tierces, per 100 pounds.	Bulk meats per 100 pounds.	Wool per 100 pounds.
July 1 to August 26, 1886	49	44	98	55	60	$1.45	47	42	94	53	58	$1.43
August 26 to December 20, 1886	49	44	98	52½	57½	1.45	47	42	94	50½	55½	1.43
December 20, 1886, to April 4, 1887	49	44	98	58	63	1.45	47	42	94	56	61	1.43
April 4 to June 6, 1887	50	45	100	55	60	1.50	48	43	96	53	58	1.48
June 6 to July 1, 1887	49	44	98	55	60	1.42	47	42	94	53	58	1.48

Statement showing the clearings at the Kansas City Clearing-House, by months, for a series of years.

	July.	August.	September.	October.	November.	December.	January.
1875–'76	$1,516,631	$1,720,809	$1,270,724	$2,474,921	$2,668,545	$2,342,944	$2,578,047
1876–'77	2,384,842	2,224,369	2,752,250	3,457,760	2,928,959	3,153,210	3,568,664
1877–'78	2,556,694	2,774,061	3,113,767	3,446,143	3,064,048	3,077,342	2,985,852
1878–'79	1,348,055	1,117,606	1,695,355	2,766,755	2,771,400	2,668,100	2,302,455
1879–'80	2,348,450	2,800,700	3,126,100	4,543,600	3,607,350	4,135,918	4,004,850
1880–'81	3,890,200	4,019,700	4,046,100	4.842,450	5,886,450	5,965,000	4,888,350
1881–'82	5,270,000	6,505,800	6,671,100	7,804,800	7,594,450	7,841,000	7,189,500
1882–'83	8 324,150	9,171,100	8,766,300	10,029,300	11,026,700	11,300,500	9,880,000
1883–'84	10,437,250	11,960,150	10,222,700	12,823,250	12,559,800	12,718,370	12,448,702
1884–'85	16,678,008	17,524,882	16,034,957	17,406,421	15,350,039	17,282,281	18,240,279
1885–'86	18,378,816	19,219,250	17,642,597	21,985,652	21,677,749	20,612,309	17,902,423
1886–'87	22,605,687	21,986,269	23,323,146	25,993,861	27,384,667	31,761,249	28,469,055

	February.	March.	April.	May.	June.	Total.
1875–'76	$2,283,360	$2,151,145	$2,302,751	$2,332,497	$2,371,269	$26,013,643
1876–'77	2,352,461	2,731,805	2,635,163	2,653,100	2,628,257	33,470,840
1877–'78	735,905	1,026,200	1,141,900	1,185,656	962,370	26,069,938
1878–'79	2,143,100	2,202,650	2,046,050	2,526,250	2,356,850	25,924,626
1879–'80	3,142,550	3,706,300	3,558,300	4,821,300	3,846,800	43,642,418
1880–'81	4,170,100	4,030,300	4,443,550	4,379,300	4,301,300	54,862,800
1881–'82	6,053,800	6,000,650	6,409,150	6,603,800	7,268,550	81,212,600
1882–'83	9,109,750	10,070,200	9,807,150	12,440,150	10,472,600	120,397,900
1883–'84	11,998,874	12,360,282	12,895,643	13,771,382	13,424,042	147,620,485
1884–'85	14,552,210	14,162,960	17,176,890	19,657,784	20,266,433	204,333,144
1885–'86	17,113,546	20,881,563	25,065,088	25,675,866	24,963,441	251,963,441
1886–'87	28,740,449	32,352,705	34,499,399	39,253,766	37,544,305	353,895,458

MANUFACTURES.

[From the Kansas City Journal, January 1, 1888.]

The year 1887 will always be known as the beginning of the manufacturing era of Kansas City. During that year 79 new factories started with a combined capital of $5,154,000, employing 2,878 hands. This, added to the enterprises already in active operation, made a total of 373 factories, having a capital of $11,906,000, employing 13,514 hands, and with an output for the year valued at $29,950,000. This is apparently a small per cent. of increase in the output as compared with the increase in the capital invested, but at least $3,000,000 of this capital is in factories that did not begin operations until near the close of the year.

RAILROADS.

The following table gives the number of miles of road constructed each year since 1867:

Year.	Miles built.	Year.	Miles built.
1867	2,449	1878	2,629
1868	2,979	1879	4,746
1869	4,615	1880	6,876
1870	6,070	1881	9,796
1871	7,379	1882	11,568
1872	5,878	1883	6,741
1873	4,097	1884	3,825
1874	2,117	1885	3,608
1875	1,711	1886	9,000
1876	2,712	1887	12,724
1877	2,280		

Kansas City has been especially favored in the matter of railroad construction. Two new lines from Chicago have built here, and another will be completed to this point this summer. In fact, the great railroad construction of the year has been in Western

States, and nearly all the new territory opened is tributary to this city. Kansas City, it may be said, has reaped more benefit from the railroads built in 1887 than any other city in the country. Fifteen great roads now center in this city, and before the close of the present year this number will be increased to nineteen or twenty.

RECEIPTS AND SHIPMENTS.

Comparative table of receipts of leading articles during 1886 *and* 1887, *as reported to the Board of Trade.*

Articles.	Receipts.		Shipments.	
	1886.	1887.	1886.	1887.
Wheat.....bushels...	$2,881,132	$1,932,868	$2,795,680	$1,046,327
Corn.....do.....	4,866,773	8,313,377	3,378,404	2,238,631
Oats.....do.....	1,648,536	2,295,217	907,489	891,068
Rye.....do.....	70,469	83,300	57,050	23,535
Barley.....do.....	130,969	279,100	89,800	106,000
Flour.....barrels...	3,545	1,900	10,393	2,081
Do.....sacks...	542,590	379,858	492,545	385,973
Meal.....cwts...	44,742	40,959	55,395	65,348
Bran.....do.....	116,742	93,054	44,301	40,890
Hominy.....do.....	706	480	720	.....
Pork.....barrels...	.....	185	1,859	4,469
Bacon.....pounds...	26,194,602	19,877,445	281,281,765	282,972,775
Lard.....do.....	406,949	1,513,000	55,548,520	42,961,020
Mess beef.....barrels...	.....	200	3,799	2,540
Do.....tierces...	.....	.....	186	360
Fresh beef.....pounds...	329,000	295,000	13,149,846	30,653,225
Canned beef.....do.....	244,120	48,200	3,221,070	993,000
Tallow.....do.....	1,580,310	2,601,400	1,758,410	2,176,370
Wool.....do.....	10,391,277	19,515,376	10,540,645	14,811,605
Hides.....do.....	16,324,217	10,631,444	13,143,918	13,574,291
Pelts and furs.....do.....	1,119,052	760,021	443,529	765,170
Apples.....barrels...	70,332	44,285	46,284	26,501
White beans.....bushels...	45,856	106,449	15,806	36,758
Castor beans.....do.....	36,535	38,860	25,226	44,800
Flax seed.....do.....	230,853	345,802	84,940	319,900
Broom corn.....bales.....	11,048	28,166	12,009	38,403
Butter.....pounds...	917,370	1,346,420	376,175	975,825
Eggs.....cases...	17,909	14,006	20,999	20,010
Do.....packages...	1,275	2,264	2,246	2,622
Cheese.....boxes...	24,225	27,200	4,937	2,840
Potatoes.....bushels...	412,645	697,224	135,494	375,432
Onions.....do.....	18,185	25,200	860	3,456
Hay.....tons...	45,835	49,815	2,964	4,834
Coal.....do.....	562,546	752,354	160,223	134,559
Zinc and zinc ore.....pounds...	25,467,145	51,814,560	37,622,536	57,762,930
Pig lead.....do.....	40,786,158	38,688,767	29,042,127	22,771,719
Bullion.....do.....	49,691,781	76,247,589	35,073,446	48,861,676
Coffee.....sacks...	72,754	102,740	59,702	19,630
Sugar.....barrels...	22,297	217,298	135,291	57,616
Do.....hogsheads...	35	.....	213	.....
Salt.....barrels...	210,100	268,293	134,530	84,646

GROWTH OF THE PORK-PACKING BUSINESS.

The following is a statement showing the number of hogs packed in Kansas City each year since the beginning:

Year.	Number packed.	Year.	Number packed.
1868–'69	13,000	1878	349,097
1869–'70	23,000	1879	366,830
1870–'71	36,000	1880	539,797
1871–'72	83,000	1881	856,823
1872–'73	180,000	1882	749,083
1873–'74	175,000	1883	1,056,116
1874–'75	70,300	1884	1,137,661
1875–'76	74,474	1885	1,554,100
1876–'77	114,869	1886	1,749,660
1877	180,357	1887	1,937,870

CATTLE AND SHEEP.

Number of cattle slaughtered in 1887	165,736
Number of cattle slaughtered in 1886	102,868
Number of cattle slaughtered in 1885	77,576
Number of sheep slaughtered in 1887	72,349
Number of sheep slaughtered in 1886	29,159
Number of sheep slaughtered in 1885	32,021

LIVE-STOCK RECEIPTS AND SHIPMENTS.

Receipts of hogs during the years 1884, 1885, 1886, *and* 1887.

1884	1,727,273
1885	2,361,325
1886	2,310,566
1887	2,527,627

Shipments of hogs during 1884, 1885, 1886, *and* 1887.

1884	595,916
1885	808,544
1886	840,002
1887	554,907

In this line business for the year 1887 has been exceedingly active. By comparing the total receipts of hogs at the Kansas City yards for 1887 with the total receipts for 1886 the increase for 1887 will be seen to be 217,061, or not quite 10 per cent.

Receipts of cattle during 1884, 1885, 1886, *and* 1887.

1884	534,892
1885	508,655
1886	505,998
1887	701,202

Shipment of cattle during 1884, 1885, 1886, *and* 1887.

1884	442,411
1885	422,391
1886	386,681
1887	514,591

For 1887 the cattle business of this city shows an immense increase over the business of 1886. The receipts for the twelve months ending December 31, 1887, were 701,202 and those for the corresponding period in 1886 were, as shown by the table, 505,998 The increase of 1887 over the total receipts of 1886 was 195,204, or 38.57 per cent. The shipments of 1887 show an increase of 127,950, or an increase of about 33⅓ per cent. In order to accommodate this immense influx of new business it has become necessary to greatly enlarge the capacity of the yards.

Improvements to the amount of about $150,000 have been added to the Kansas City stock-yards facilities here during the year. One of these was the addition to the Exchange building.

Sheep.

This department of the live-stock trade was, to use a common expression, "considerably run down" at the close of the year 1885. When one compares the receipts (9,746) for December, 1885, with 18,800, the receipts for December, 1887, he will perceive that a great expansion of the business has occurred. The total increase of the receipts of sheep for 1887 is nearly 26,000 more than the total receipts for 1886.

Receipts of horses and mules during 1884, 1885, 1886, *and* 1887.

1884	26,149
1885	24,335
1886	34,232
1887	30,315

Shipments of horses and mules during 1884, 1885, 1886, *and* 1887.

1884	14,639
1885	16,016
1886	26,983
1887	21,993

While the receipts of horses and mules for the past year show some decrease as compared with the year before, yet it seems to be pretty generally conceded by those best posted in the matter that the offerings here have been larger than last year. The reason for the apparent falling off is that a great deal of stuff which usually went through the stock-yards has, during the past year, been consigned directly to houses in various parts of the city for sale, and in that way did not figure in the receipts at the yards.

THE GRAIN TRADE.

Total grain receipts of Kansas City for a series of years.

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.
1871	687,000	350,000	.....	.....	.....
1872	289,726	601,864	93,635	12,921	3,087
1873	750,400	836,300	105,200	10,500	12,380
1874	371,273	711,367	210,475	3,400	37,450
1875	1,256,337	1,258,700	382,850	40,000	15,100
1876	1,820,297	5,769,395	117,241	396,612	109,045
1877	2,259,572	5,881,703	180,657	329,887	203,341
1878	9,014,291	4,911,529	155,089	352,262	163,257
1879	6,417,952	4,121,904	276,775	184,046	92,591
1880	4,093,528	4,421,760	366,486	65,267	82,894
1881	4,102,649	3,282,851	533,410	79,267	200,875
1882	9,279,067	5,161,318	754,530	115,339	40,163
1883	9,023,472	12,036,493	658,779	292,884	36,318
1884	10,069,231	13,191,775	838,949	275,363	57,219
1885	4,763,844	7,894,584	831,867	278,677	68,487
1886	2,881,132	4,866,773	1,648,536	70,469	130,969
1887	932,860	3,813,377	2,295,217	38,309	279,100

The statement that the grain trade of Kansas City has been very light during the past year will surprise no one. Considering that the market here has always looked to Kansas for it supplies, it is a wonder that there has been any trade here at all, for, instead of being an exporter, the State has been a large importer. Under the circumstances, then, there is nothing discouraging in the figure Kansas City has cut in the trade during the year.

PART III.

COMMERCE OF THE MISSISSIPPI RIVER FROM MEMPHIS TO THE GULF OF MEXICO.

By Mr. NORMAN WALKER, *New Orleans, La.*

RIVER CRAFT.

Give the number and tonnage of each class of craft passing up and down the river separately and the number of repeated trips of the craft of every kind.

The river traffic of New Orleans is handled by a variety of boats, some propelled by steam, some towed or floating down stream, and some propelled by sail.

The steam craft include the steam-boats and the tugs engaged in towing the barges and other floating vessels, rafts, etc. The floating vessels comprise the barges, grain and coal, and boats, coal, stave, produce, etc., while sailing vessels engaged solely and exclusively in river traffic are the luggers, small boats of from 5 to 10 tons burden.

The Mississippi River steam-boat is peculiar to that stream and its tributaries, being the outgrowth of over seventy years of boat-building. Originally constructed of a somewhat marine character, and much like ocean vessels, changes and modifications have been made from time to time to suit the boats to their work, the object sought being to obtain a light vessel of small draught and of great carrying capacity and with high speed. Important changes were made, particularly in the earlier days of steam-boating, and a vessel finally obtained which gave complete satisfaction. In the past twenty years the changes in the build have been comparatively small, but of late a disposition has been shown to make the steam-boat more a freight-carrier than a passenger packet.

The smallest steam-boats have a carrying capacity of 5 tons, and the largest of 3,600 tons. These smaller boats are not used in the general trade, but are owned by planters and others, who use them in connection with their business. The bulk of the steam-boats employed on the Lower Mississippi River range from 500 to 1,000 tons net, by the United States measurement.

The steamers constructed of late have been mainly for the transportation of freight, as the passenger business has been seriously crippled by the railroads. Their construction also has been stronger, with a view of making them last longer. Decoration and fancy work, which gave a greater chance for fire, are giving away to utility and economy. The engines being now used in the boats are a great improvement on those formerly in vogue, effecting a saving of nearly 50 per cent. in the fuel. In the matter of propulsion, the boats in the New Orleans trade are about equally divided in number between stern-wheelers and side-wheelers, those propelled by wheels behind or on the side, all the large boats being of the latter class. (The cost of the boats ranges from $5,000 to $225,000, the average new steamer costing anywhere between $25,000 and $50,000. Railroad competition, which has diminished the business and profits of the river steamers, has of late depreciated their value.)

While not handling relatively or in the aggregate as large a proportion of the river commerce of New Orleans as formerly, the steam-boats continue to do a large share of it. They lead in the tonnage, both to and from the port; and the value of the goods and produce handled by them far exceeds that transported by the barges, boats, and other river craft, the latter being employed mainly for the transportation of bulky articles like grain, corn, cotton seed, etc.

The following were the steam-boats arriving in New Orleans by way of the Mississippi river or its tributaries during the year January 1 to December 31, 1886, not including such as were engaged in the business of hauling sailing vessels or injured steamers from the jetties, or in the ordinary tug business of the port. The list also gives the trades in which each vessel was engaged, the ports to which running, the streams navigated, and the number of trips made during the year:

Steam-boats running to New Orleans in 1886.

Boats.	Trade in which running.	Number trips made.
A. Lambert*	Pittsburgh	5
Alice Le Blanc	Upper coast	81
Alvin	Lower coast	122
Annie P. Silver	Saint Louis	13
Ark*	Ohio River	1
Assumption	Bayou Lafourche	75
Boaz	Ohio River	5
Chattahoochee†	do	1
Charles C. Carroll	Red River	6
Charles P. Chouteau	Memphis	9
Charles Morgan	Cincinnati	5
Cherokee	Bayou Lafourche	3
City of Baton Rouge	Saint Louis	16
City of Natchez	do	16
City of New Orleans	do	15
City of Saint Louis	do	14
Clinton	Upper coast	74
Corona	Ouachita River	8
Crescent*	Ohio River	1
C. W. Anderson	Ouachita River	1
Dacotah	Saint Louis	1
Daisy	Lower coast	32
Danube	Red River and upper coast	39
David R. Powell	Saint Louis	2
D. C. Fogel‡	Saint Francis River and elsewhere	3
Deer Creek*	Yazoo River	1
Ed. Richardson	Vicksburg and bends	6
Edward J. Gay	Upper coast	76
E. W. Fuller	Bayou Lafourche	101
Era No. 10	Red River	10
Fanchon	Bayou Atchafalaya and Courtableau	19
Fannie Bell	Bayou des Glaizes	2
Future City*	Ohio River	12
G. F. Rootes	Ouachita River	1
Golden Crown	Cincinnati	4
Golden Rule	do	6
Grover Cleveland	Lower coast	6
Guiding Star	Cincinnati	6
Gus Genin*	Ohio River	1
G. W. Sentell	Red River	1
Harry Brown*	Ohio River	3
Henry Lowrey*	Saint Louis	12
Henry Marks*	Mississippi River	7
Helena	Memphis	8
Herbert*	Ohio River	1
H. Hannah Blanks	Ouachita River	23
H. J. Dickey	Bayou Teche	13
Hornet*	Ohio River	1
Ida D. Cothell	Bayou Magon	1
Iron Duke*	Ohio River	1
Isabel	Bayou Lafourche	42
T. A. Hendricks*	Ohio River	1
Jay Gould*	Saint Louis	4
J. C. Wilson*	Ohio River	1
Jewel	Upper coast	25
J. M. White	Vicksburg and bends	12
Joe Webre	Bayou des Allemands	15
John A. Wood*	Ohio River	7
John B. Maude	Upper coast	1
John D. Scully	Red River	35
John F. Walton*	Ohio River	2
John Gilmore*	Saint Louis	1
John H. Hanna	Ouachita River	25
John Howard	do	9
John S. Baird	Bayou Barataria	13
John W. Cannon	Upper coast	18
Joseph B. Williams*	Ohio River	6
Josie W	Red River	14
Keokuk	do	32
Laura Lee	do	25

* Towing barges or flat-boats. † Without cargo. ‡ Towing logs.

Steam-boats running to New Orleans in 1886—Continued.

Boat.	Trade in which running.	Number trips made.
Lioness No. 2*	Ohio River	2
Lura	Lower coast	115
Mabel Cemeaux	Upper coast	138
Mary M. Michael	Ouachita River	1
Natchez	Vicksburg and bends	12
Neptune	Lower coast	128
Nettie Quill	Ohio River	1
New Iberia	Bayou Teche	17
New Mary Houston	Cincinnati	6
Oakland*	Saint Louis	40
Oliver Beirne	Upper coast	6
Pactolus	Louisville	1
Pargaud	Vicksburg and bends	45
Paris C. Brown	Cincinnati	7
Peninah	Red River	6
Phil. E. Chappell	do	15
Port Eads*	Saint Louis	10
Queen City	Bayou Teche	8
Raymond Horner*	Ohio River	3
R. S. Hayes*	Saint Louis	12
Silas P. Coe*	Ohio River	3
S. L. Wood*	do	6
Smoky City*	do	2
Stella Ured †	Louisville	1
Saint John	White River	4
Sunbeam	Lower coast	22
Tensas	Bayou Tensas	3
Thomas Sherlock	Cincinnati	5
Tom Patterson*	Ohio River	2
T. P. Leathers	Vicksburg and bends	41
U. P. Schenck	Cincinnati	8
Warren	Atchafalaya and Courtableau	30
Whisper	Upper coast	108
Will S. Hays	Cairo	1
W. W. O'Neil*	Ohio River	5
Yazoo Valley	Red River	12

* Towing barges or flat-boats. † Without cargo.

Boats running to New Orleans.

	Number.
Loaded	74
Towing barges or logs	30
Without cargo	2
Total	106

REGISTERED TONNAGE.

The registered tonnage of the vessels engaged in the New Orleans river trade is given as llows by the Bureau of Navigation. The list does not include thosee vessels built during the year 1880:

Name of vessel.	Gross tonnage.	Name of vessel.	Gross tonnage.
	Tons.		*Tons.*
Alice Le Blanc	81.97	Corona	548.29
Alvin	201.55	Crescent	122.28
Annie P. Silver	1,199.52	C. W. Anderson	184.46
Ark	295.30	Dacotah	956.60
Assumption	478.14	Danube	250.32
Boaz	623.30	Daisy	33.52
Chas. C. Carroll	571.75	D. C. Fogel	89.69
Chas. P. Chouteau	1,304.12	D. R. Powell	888.74
Chas. Morgan	1,224.26	Deer Creek	72.77
City of Baton Rouge	1,603.96	Ed. Richardson	2,048.34
City of Natchez	1,678.23	Edward J. Gay	936.26
City of New Orleans	1,586.28	E. W. Fuller	142.04
City of St. Louis	1,614.02	Era No. 10	176.89
Clinton	909.22	Fanchon	478.14

Steam-boats running to New Orleans—Continued.

Name of vessel.	Gross tonnage.	Name of vessel.	Gross tonnage.
	Tons.		*Tons.*
Fannie Bell	82.93	Laura Lee	377.90
Future City	589.30	Lioness No. 2	404.67
Golden Crown	881.27	Lura	20.25
Golden Rule	881.27	Mabel Comeaux	160.06
Grover Cleveland	114.32	Natchez	1,477.27
Guiding Star	1,121.97	Neptune	145.62
Gus Genin	130.09	Nettie Quill	250.00
Harry Brown	772.16	New Iberia	422.66
Henry Lourey	646.79	New Mary Houston	1,163.93
Helena	1,985.92	Oakland	628.81
Herbert	40.81	Pargaud	711.94
H. Hannah Blanks	352.75	Paris C. Brown	903.87
Hornet	289.05	Peninah	500.44
H. J. Dickey	445.89	Phil E. Chappelle	188.44
Isabel	136.99	Port Eads	334.38
Iron Duke	421.25	Queen City	500.61
Jay Gould	446.25	Raymond Horner	688.40
Jewel	237.32	R. S. Hayes	592.23
J. M. White	2,027.26	Silas P. Coe	301.56
Joe Webre	41.39	S. L. Wood	514.80
John A. Wood	687.52	Smoky City	549.36
John B. Maude	922.04	Sunbeam	117.84
John D. Scully	536.01	Tom Patterson	34.87
John F. Walton	485.04	Thomas Sherlock	1,353.02
John Gilmore	503.09	T. P. Leathers	458.60
John H. Hanna	377.18	U. P. Schenck	1,086.72
John Howard	485.87	Warren	480.66
John S. Baird	27.65	Whisper	362.23
John W. Cannon	1,144.34	Will S. Hays	1,671.07
Joseph B. Williams	801.70	W. W. O'Neal	778.96
Josie W	156.40	Yazoo Valley	328.67
Keokuk	348.69		

The number of steam-vessels engaged in each trade, the trips made by them, and the tonnage employed, was as follows during 1886, the usual allowance of one-third being made for the carrying capacity of the boats over and above their registered tonnage:

Line of trade.	Boats engaged in trade.	Trips made.	Carrying capacity.
Mississippi River:			*Tons.*
Lower coast (from New Orleans to Port Eads)	6	426	66,399
Upper coast (from New Orleans to Baton Rouge and Bayou Sara)	10	546	327,387
Vicksburg and bends (from New Orleans to Greenville, Miss.)	5	116	145,756
Memphis and Helena	2	17	38,185
Saint Louis, including all steamers destined for Upper Mississippi, but prevented from ascending by ice or low water	14	127	194,216
Bayou Lafourche (from New Orleans to Bayou Lafourche, Thibodeaux, and Lockport)	4	221	51,667
Atchafalaya River and Bayou Teche (from New Orleans to Washington via Bayou Courtableau, and Saint Martinsville via Teche)	6	89	54,219
Ouachita River (from New Orleans via Red and Ouachita, including Bayous Tensas, Macon, D'Arbonne, and Bœuf)	9	72	37,168
Red River (from New Orleans to Shreveport)	11	176	74,705
Ohio River (including boats to Louisville, Cincinnati, Wheeling, and Pittsburgh)	34	121	113,201
Miscellaneous:			
White River, Arkansas	1	4	5,548
Saint Francis River, Arkansas	1	3	
Yazoo River, Mississippi	1	1	
Bayou Barataria, Louisiana	1	13	
Bayou des Allemands, Louisiana	1	15	
Arkansas front	1	7	
Total arriving during 1886	106	1,954	1,108,451
Total leaving during 1886	104	1,950	1,107,020

The number of boats in the several trades will sum up slightly higher than the total engaged, as several have run in more than one line.

The totals are lower than for previous years, the steam-boat business of the last eight years having been as follows:

Years.	Steamers.	Trips made.	Tonnage.	Years.	Steamers.	Trips made.	Tonnage.
1887	102	1,908	990,560	1883	128	2,335	1,313,292
1886	106	1,954	1,108,451	1882	133	2,413	1,378,946
1885	111	2,162	1,223,754	1881	149	2,562	1,492,912
1884	110	2,175	1,234,244	1880	168	2,658	1,675,360

The decline in the arrivals and tonnage of steam-boats has been constant for this entire period, due to railroad competition and other causes. The tonnage thus lost, however, has been, to a large extent, made up in other lines by the increase in the barge and floating vessels.

Next in importance to the steam-boats are the barges and boats, towed by the powerful tugs engaged in this business. The barge commerce of the river is, to a certain extent, of recent origin; for while coal has been brought down in this way from Pittsburgh for many years, it is only since the war that the model barges of the Saint Louis line, the Saint Louis and Mississippi Valley Transportation Company, have been in use and carrying freight of all kinds.

There are two varieties of barges on the Lower Mississippi, those employed in handling grain and general merchandise and those carrying coal; the first being confined almost exclusively to the Mississippi River proper, the latter to the Ohio.

The grain barges are built of the finest model, and of the best iron and wood. They range from 600 to 1,800 tons in burden, and cost from $10,000 to $12,000 each. Their carrying capacity is 60,000 bushels of wheat. The coal barges are much inferior in their make, costing only $1,200, and in capacity ranging from 3,750 to 9,500 barrels of coal.

Improvements in the construction of barges have been going on for some time, but they have now about reached their finish. The object sought is the greatest carrying capacity with the least resistance to the water and the lightest draught, as they are required for traffic on streams which are very low at some seasons of the year. The towboats used in towing these barges are powerful steamers. The *Henry Lowrey* of the Saint Louis and Mississippi Valley Transportation Company, towing from 4 to 6 barges, is 110 feet in length, beam 35 feet, hold 6 feet, stroke 26 inches diameter, towing capacity 15,000 tons, cost $75,000.

In the tow of the grain barges there are seldom more than 6 or 7 boats at a time; while the coal barge fleets will include 30 to 40, all towed by one tug, the latter really float down stream, the tug being employed mainly to keep them in line and to prevent them running aground or on shore. The grain barge tow is smaller in order to facilitate a quick trip. If the tow is large, it goes but little faster than the current of the river. Moreover, the tug doing the towing can with difficulty convey more than 6 of the barges up stream again. These barges do not carry grain alone, but all kinds of Western produce and merchandise, and in a single tow there are often from 18,000 to 35,000 different packages.

The Saint Louis barge lines to New Orleans have been for some time consolidated into a single company, the Saint Louis and Mississippi Valley Transportation Company, whose business for the year 1886 was as follows:

Barge traffic between New Orleans and Saint Louis during 1886.

Tow.	Down.	Up.	Tow.	Down.	Up.
January:			March continued.		
R. S. Hayes	5	5	Henry Lowrey	6	3
Oakland	6	5	Future City	5	5
Future City	6	6	R. S. Hayes	3	4
Henry Lowrey	7	7	Port Eads	3	5
Port Eads	6	6	April:		
February:			Jay Gould	3	3
R. S. Hayes	5	6	Oakland	3	4
Henry Lowrey	4	6	Henry Lowrey	4	4
Oakland	5	5	Future City	5	4
Future City	6	6	Port Eads	5	5
March:			R. S. Hayes	4	4
Port Eads	7	6	May:		
R. S. Hayes	7	6	Oakland	4	5
Jay Gould	6	5	Jay Gould	5	5
Oakland	6	5	Henry Lowrey	5	5

Barge traffic between New Orleans and Saint Louis during 1886—Continued.

Tow.	Down.	Up.	Tow.	Down.	Up.
May—Continued.			September—Continued.		
Future City	5	4	Future City	5	5
Port Eads	5	5	Henry Lowrey	5	5
June:			Port Eads	6	3
R. S. Hayes	4	5	John Gilmore	6	3
Oakland	3	5	October:		
Henry Lowrey	7	4	R. S. Hayes	4	4
Future City	1	6	Future City	6	6
Port Eads	3	5	Henry Lowrey	6	6
July:			Port Eads	6	4
R. S. Hayes	2	4	November:		
Oakland	4	4	R. S. Hayes	5	5
Future City	2	5	Jay Gould	4	3
Henry Lowrey	5	5	Future City	6	2
August:			Henry Lowrey	6	5
Port Eads	6	4	Port Eads	4	5
R. S. Hayes	6	6	December:		
Oakland	6	.....	R. S. Hayes	6	6
Future City	5	6	Oakland	6	6
Henry Lowrey	2	5	Future City	5	6
September:			Henry Lowrey	6	6
Port Eads	4	5			
R. S. Hayes	6	4	Total	299	292

Tows, 61; tonnage, 381,402.

1887: Arrived 72 tows and 371 barges. Departed 72 tows and 371 barges. Tonnage of steamers and barges, down river, 469,507.

The coal traffic came altogether from the Ohio River.

The following gives the business of the year 1886, January 1 to December 31:

Receipts of coal at New Orleans, 1886.

Month.	Boats.	Barges.	"French Creeks."	Month.	Boats.	Barges.	"French Creeks."
January	30	6	.....	August	61	4	2
February	33	6	1	September	.....	.....	.....
March	13	9	.....	October	8	.....	.....
April	89	4	.....	November	.....	.....	.....
May	68	14	.....	December	6	.....	.....
June	95	15	.....				
July	86	18	2	Total	489	76	5

Tows	41
Barges and boats	570
Tonnage of barges and boats, 1886	498,225
Tonnage of barges and boats, 1887	549,775

The other barges in the commerce of New Orleans are engaged in transporting ice from the upper river, cotton seed from the Mississippi, Arkansas, and Yazoo Rivers, and occasionally cotton, lumber, and other goods. The total number is small as compared with the grain and coal barges.

For the year 1886.	Barges.	Tonnage.
Saint Louis and Mississippi Valley Transportation Company	299	381,402
Coal barges and boats	570	498,225
Other barges and boats	118	109,120
Total	987	988,747

For the year 1887.	Barges.	Tonnage.
Saint Louis and Mississippi Valley Transportation Company	371	469,507
Coal barges and boats	619	549,775
Other barges and boats	109	103,550
Total	1,099	1,122,832

If the steam tonnage engaged in the transportation of these barges during 1886 be included it will give them a total tonnage of 1,058,968 engaged in the barge and towing business against 1,038,230 in the regular steam-boat business, showing the two to be very nearly equal.

The following table gives comparison with previous years.

Years.	Barges.	Tonnage.	Years.	Barges.	Tonnage.
1887	1,099	1,122,832	1883	876	855,325
1886	987	988,747	1882	857	833,862
1885	932	934,420	1881	838	830,912
1884	835	830,640	1880	857	849,420

The other boats reaching New Orleans by floating or towing are the produce or flat-boats mainly from the Ohio River, and steam-boats and luggers. These formerly constituted at one time an important element in the commerce of New Orleans, but are now of little moment. The produce boats come mainly from the Ohio River with cargoes consisting of potatoes, apples, and hay. There are a number of regular hay boats floated or towed down during high-water season, some of them landing at points along the river, at Vicksburg, Natchez, and Baton Rouge, but the majority going to New Orleans. The great bulk of the boats are sold there, but some few of the better class are towed up stream again.

The luggers are small vessels, generally with one mast (although sometimes with two), having quadrilateral or four-cornered fore-and-aft sails bent to the hoisting-yard. They are employed in the oyster, fish, and orange trade below New Orleans, or in the transportation of produce, rice, and sugar from plantations in the immediate vicinity of the city. They are confined to the lower portion of the Mississippi, seldom venturing higher than Baton Rouge, on account of the lack of wind.

The following gives the miscellaneous river traffic of New Orleans during 1887 and for the previous seven years, including all kinds of miscellaneous sailing or floating vessels, stave, produce, lumber, and flat-boats and luggers:

Years.	Flat, stave, and other boats.	Luggers in river traffic.	Tonnage.	Years.	Flat, stave, and other boats.	Luggers in river traffic.	Tonnage.
1887	272	1,707	97,960	1883	272	1,365	92,792
1886	240	1,693	87,642	1882	361	1,344	118,720
1885	300	1,587	102,226	1881	298	1,266	99,615
1884	303	1,490	102,974	1880	286	1,310	85,160

Total river tonnage arriving at New Orleans in 1886.

	Tons.
Steam-boats	1,108,451
Barges and boats (towed)	988,747
Flat, stave, and miscellaneous boats	87,642
Total	2,184,840

Total river tonnage arriving at New Orleans in 1887.

	Tons.
Steam-boats	990,560
Barges and boats (towed)	1,122,832
Flat, stave, and miscellaneous boats	97,960
Total	2,211,352

The comparison with previous years is as follows:

Tonnage of river vessels arriving at and leaving New Orleans.

Years.	Arriving.	Leaving.*	Years.	Arriving.	Leaving.*
	Tons.	*Tons.*		*Tons.*	*Tons.*
1887	2,211,352	1,390,538	1883	2,261,409	1,685,825
1886	2,184,840	1,458,256	1882	2,331,528	1,680,789
1885	2,260,400	1,520,400	1881	2,427,439	1,840,675
1884	2,167,858	1,554,720	1880	2,609,940	2,046,320

* Not including empty boats and barges being towed up stream.

During the past six years the river tonnage arriving at New Orleans has been somewhat constant, not showing much change. What has been lost in the steamers has been made good, to some extent, in other lines, principally by the barges arriving. There has been during this period a somewhat steady decrease in the tonnage of arrivals, the total loss amounting to 6.6 per cent.

FREIGHT TRANSPORTED ON RIVER.

Give, as far as practicable, the kinds of freight carried up and down the river separately, and the tonnage and value of each kind.

The statistics of the river traffic of New Orleans are very defective. The railroads publish each year the amount of their business, both the goods brought by them into the city and those exported. No such record, however, is kept of the steam-boats, but tables are prepared showing the receipts from week to week of produce, by river, rail and lake. The cotton statistics of New Orleans are complete, thorough, and reliable. Every bale is traced from its arrival here until it is shipped off by steamer or ship to the Eastern States or to Europe. Strange as it may seem, some of the steam-boat lines consult the reports of the New Orleans Cotton Exchange to find the amount of their own cotton business. In several other lines, particularly in grain, accurate statistics are preserved, but in most articles there are no statistics at all as to the river business, and the receipts by rail, river, and lake are given together.

Of the out-going traffic, the record is even more defective. The reports of the United States custom-house show the amount of goods shipped to foreign countries. There is no record of the business done with coastwise ports, save in a few articles. The railroads keep a record of their exports from New Orleans, but there are no statistics of the shipments by river from that city save the manifests or trip books of the out-going steamers and barges.

No efforts have yet been made to give these exports by river, as the Merchants' Exchange of Saint Louis and the Chamber of Commerce of Cincinnati have done in those cities. It is impossible, therefore, to get the records for previous years, and that of last year (1886) can be obtained only with great difficulty.

There are four routes by which produce or goods can reach New Orleans or be shipped from it—by ocean, lake, rail, or river.

What is regarded as the ocean commerce of New Orleans comes up the Mississippi from the jetties. It is true that vessels from the Gulf ports to the East, particularly from the lumber ports of Mississippi Sound, such as Biloxi and Pascagoula, and from Mobile and Pensacola, can enter New Orleans by way of Lake Pontchartrain and the two canals, Carondelet Canal and the new canal connecting the lake with the city, but the receipts coming in this way are included under the head of "lake" commerce. The larger vessels from these ports, as well as all vessels from Florida east of Pensacola, such as Tampa, Cedar Keys, etc., reach New Orleans by the jetties and figure under the arrivals from the ocean. The ocean commerce of the city includes all foreign vessels and all coastwise vessels, except those few which run from sea ports in the immediate vicinity by way of Lake Pontchartrain and the canals.

The lake trade is restricted to the small area of territory situated immediately on Lakes Pontchartrain and Borgne and the streams tributary to them, and on Mississippi Sound and the rivers entering it. This includes some three or four parishes in Louisiana and three counties in Mississippi. In it are engaged a few steam-boats of a semi-marine type and a large number of schooners, brigs, and luggers. The steamers run to Mandeville, Covington, and other towns on the opposite side of Lake Pontchartrain, to Pearl River, the dividing line between Louisiana and Mississippi, and across the lake and up the Amite River and Bayou Manchac. They bring some cotton and a small amount of sugar, rice, and other products to New Orleans, large quantities of oysters, shrimp, and fish, but the bulk of their trade is in heavy articles, namely, the produce of the forest, lumber, shingles, fire-wood, pitch, tar, and turpentine; besides, charcoal, sand, bricks, etc. The trade employs a large number of small vessels, but is inconsiderable in comparison with the other lines of traffic of the city.

The railroad traffic of New Orleans has grown within the last few years to be the most important branch of its trade. There are six trunk lines, and one local line running from New Orleans, as follows:

(1) Southern Pacific, from New Orleans to El Paso, with numerous branches and connections.

(2) Illinois Central (Chicago, Saint Louis, and New Orleans), from New Orleans to Chicago, with branches.

(3) Louisville and Nashville, from New Orleans to Mobile, and extending thence to all portions of the South and West.

(4) Texas and Pacific (New Orleans Pacific branch), extending from New Orleans to Shreveport, and thence, by the main stem, to Sierra Blanca and El Paso, and connecting at various points with the Missouri Pacific system, of which it is a part.

(5) The Mississippi Valley Railroad (Louisville, New Orleans, and Texas), extending to Memphis, and there connecting with the Chesapeake and Ohio system, of which it is the southern branch, extending to the Atlantic seaboard.

(6) New Orleans and Northeastern, to Meridian, a part of the Cincinnati, New Orleans and Texas Pacific system, extending to Chattanooga and Cincinnati.

These are the trunk lines to New Orleans. They are among the most important roads in the country, and are the main stems or branches of railroad systems having a total mileage of 107,232 miles.

The local line is the New Orleans and Lake Borgne Railroad, extending from New Orleans to Shell Beach, on the lake, and purposing to extend farther down the river to Pointe à la Hache.

The railroad lines have greatly extended their business during the last few years, partly at the expense of the steam-boats and partly by new and better connections. They do a large import and a considerable export trade, bringing produce from all the country they traverse to New Orleans, mainly for export by ocean vessel, but also largely for transshipment to other railroads, or to the steam-boats, barges, etc., running to river points in the interior.

The river business of New Orleans, which was formerly the most important branch of its trade, has shrunk somewhat during the last few years. It still continues, however, despite all competition to be one of the most important avenues of the city's commerce, and to be above all competition in certain lines, such as grain, coal, cotton-seed, etc.

There are several branches of the river trade, according to the business done and the points with which traffic is carried on. Each line requires special classes of boats as to size, draught, etc. The river business of New Orleans may be classed in the following divisions:

1. Lower coast.
2. Upper coast.
3. Vicksburg and bends.
4. Memphis.
5. Saint Louis.
6. Bayou Lafourche.
7. Bayou Barataria.
8. Bayou des Allemands.
9. Atchafalaya River.
10. Bayou Têche.
11. Red River.
12. Ouachita River.
13. Yazoo River.
14. White and Arkansas Rivers.
15. Ohio River.

1. THE LOWER COAST.

This trade includes all the business done on the river below New Orleans from the jetties up. It has been free from railroad competition until lately, and only to-day in the upper portion of the lower coast stretch, where it competes with the New Orleans and Lake Borgne Railroad. The boats have had therefore a virtual monopoly of this business, as the planters on the lower coast, which includes the parishes of Saint Bernard and Plaquemines, receive their supplies of all kinds from New Orleans. Two kinds of boats run in this trade, the regular packets of the Red River and Coast Line, and the luggers, the former, however, bringing up nearly all the produce and carrying back all the supplies. The trade is a good and profitable one and has always been such. The sugar and rice plantations and the orange groves below New Orleans are among the best cultivated and most productive in the country, and the small steamers running in this trade, of from 40 to 300 tons, make good loads every trip. They carry the mails, bring up all the products of the country, principally sugar, molasses, rice, and early vegetables, and take down all the supplies, groceries, and manufactured articles needed by the 18,000 people living along the banks of the Mississippi between New Orleans and the Gulf. Their down cargoes, therefore, are of the most miscellaneous character. Among the heaviest items are cotton-seed meal and other fertilizers, now extensively used by the sugar planters in cultivating cane, and lumber, in which the country is very deficient and for which it has to depend upon New Orleans. "The lower coast" consists of a narrow strip on both sides of the Mississippi. There are no roads running back, and the people being without a railroad or any other connection with New Orleans or any other point, are wholly dependent on the river. Hence the down tonnage of the steam-boats is as great as their up traffic, although not as valuable, consisting largely of bulkier and less valuable articles.

The announcement of the intention of the railroad to extend its line along the left bank of the river to Pointe à la Hache, thus bringing it into competition with the steam-boats for the greater portion of their present route, has brought about the withdrawal from the trade of the Red River and Coast Line, which formerly controlled it with its

steamers, the latter being transferred to the railroad company. The boats will in future, therefore, be run in connection with the railroad and as feeders for it.

The distance from New Orleans to Pointe à la Hache, the county seat of Plaquemines Parish, is only 46 miles, and vessels running there can make two trips a day. To Port Eads it is 107 miles, requiring a vessel, with the frequent stoppings that have to be made at all the plantations, a day to go and another to return.

THE UPPER COAST.

This name is generally used to designate the river country between Bayou Sara and New Orleans, including all the rice and sugar country along the Mississippi. There are ten steamers in this trade, making five hundred and forty-six trips a year. These steamers run to various points. Some go no higher than Hahnville, in Saint Charles Parish, 27 miles above New Orleans; others to Point Houmas, in Ascension Parish, 67 miles above; others to Donaldsonville, in Ascension Parish, 77 miles distant; others again to Plaquemine, 108 miles; Baton Rouge, 129 miles; and Bayou Sara, where the Upper Coast may be considered to end, 163 miles. This trade includes the largest tonnage of any branch of the steam river commerce of New Orleans, and has continued to do a fair business, notwithstanding a very vigorous competition that it has had with the railroads for there is competition all along the line. On the left or east bank of the river is the Mississippi Valley, or Louisville, New Orleans and Texas Railroad, running parallel to the river, through the rear of the sugar plantations; on the right or west bank, as high as Baton Rouge, is the Texas and Pacific (New Orleans Pacific), also parallel with the river, from a half mile to 5 miles back of it, and running through Donaldsonville, Plaquemine, and all the towns. There has been more or less competition in rates, and the freight charges have been uncertain and varying, the steam-boats seeking to meet the frequent cuts of the railroads. Only in that way have they been able to retain the bulk of their business. At Bayou Sara, where the West Feliciana Railway reaches the river from Woodville, the boats secure many bales of cotton brought from the interior by the railroad. This road is one of the few left of the many constructed years ago in the Lower Mississippi country tributary to the river, with no railroad connections, but bringing the produce of the interior country to the Mississippi at Vicksburg, Bayou Sara, and other points, to be thence shipped to New Orleans by boat. This source of supply to the steamers, and which made Bayou Sara their terminus, threatens to be soon cut off, as the railroad has been bought, it is asserted, by the Louisville, New Orleans and Texas road, which will build a branch from Centreville, on its main stem, to Woodville, connecting there with the West Feliciana line and making it tributary to the railroad instead of to the river, as formerly.

The Clinton and Port Hudson railroad, extending from Clinton, in East Feliciana Parish, to Port Hickey, on the river, was also tributary to the steam-boats until very recently, but has similarly been made a branch of the Louisville, New Orleans and Texas line.

This competition and these branches have affected the Upper Coast trade and carried off some of it. The boats have made a fight, however; have done remarkably well, considering the disadvantages under which they have labored, and have retained the greater portion of the traffic of this section. They offer the advantage of being able to land at any point, whereas the railroads have to locate fixed stations. The boats will land wherever and whenever they are wanted by a simple wave of a handerchief by day or a bonfire by night. In coming down stream during the grinding seasons they run from one side of the river to the other, making such frequent landings that they seem almost like ferries. Again, the front portions of the plantations are always the highest cultivated. The residences of the planters are always on the river front, and the sugar houses and "quarters" only a short distance back, so that the haul is generally less to the river than to the railroad. In the bends of the river, moreover, the boats enjoy another advantage. It would be folly, if not impossible, for the railroads running along the Lower Mississippi to follow its tortuous course. They are naturally as straight as possible, and while this gives them the advantage of a shorter route it takes them so far from the plantations on the bends that the latter are of necessity compelled to ship their produce and receive their supplies by boat. Again, in the matter of sugar and molasses, which are the most important productions of "the Upper Coast," the steam-boats enjoy the further advantage of landing directly in front of the sugar sheds, which are the sugar warehouses of New Orleans, where the Sugar Exchange is situated and all the sugar business of the city is done. This is a great advantage over the two competing railroads, neither of which has a line running near these sheds. The sugar carried by them to New Orleans has, therefore, a long haul to make from their depots. These have been the main causes which have conspired to retain for the Upper Coast packets the bulk of this trade.

During the year 1886 there were two principal lines engaged in this trade, the Red River and Coast Line and the Coast Packet Line, besides a number of independent boats. The business of 1886 shows a slight falling off from previous years on account of somewhat smaller crops. The boats got as large a share of the business as usual, but generally at less profit. The business was carried on most profitably by quick and short trips. Stoppages were very short, the boat leaving as soon as the cargo was off and the goods to be shipped up stream on board. Some of the smaller boats running in the immediate vicinity of New Orleans made a trip nearly every day, keeping the roustabouts on them busy night and day loading or unloading. These boats in this trade are from 100 to 400 tons; the larger ones, running to Bayou Sara, of 800 and 1,100 tons.

The shipments down stream consisted of the produce of the country, cotton, sugar, molasses, rice, and some few manufactured products, namely, rough, heavy articles like lumber, brick, etc., from Plaquemine, Baton Rouge, and the other towns. The shipments up stream were of the same miscellaneous character as is all the river export commerce of New Orleans, including supplies of all kinds, provisions, clothing, boots and shoes, and manufactured goods. The Saint Louis and Ohio River boats supply a portion of the Western produce, pork, corn, etc, needed in this section, and the railroads handled a larger proportion of the manufactured goods, clothing, etc., shipped up from New Orleans than they did of the down shipments of produce.

3. VICKSBURG AND THE BENDS.

The section of the river between Bayou Sara and Greenville is generally known as "The Bends," because of the frequent turns and windings the Mississippi makes here. This is the richest and most productive cotton country of the world. The center of maximum cotton production of the United States is at the point where the State lines of Mississippi, Louisiana, and Arkansas meet the Mississippi River. Here are the three counties of Washington (Mississippi), Chicot (Arkansas), and East Carroll (Louisiana), each of which showed, in the census, the largest production of cotton in its respective State. The staple product of this region is cotton. Some corn is grown for home use, but cotton has the largest average, and its growth and handling constitutes the principal occupation of the population, in which the negro element largely preponderates, in some places being more than 10 to 1 white. The traffic of this section consists almost wholly of the shipment of cotton and cotton-seed to market and the receipt of plantation supplies.

Few lines of river traffic have suffered more than this during the last few years, and its glories are rapidly passing away. In the older days this was the largest and most profitable river trade of New Orleans, and from this region 400,000 to 500,000 bales of cotton were shipped by river to the city, and the supplies necessary to raise them sent back, yielding a trade of from $30,000,000 to $40,000,000 annually. Lines of steamers were then run to Fort Adams, Natchez, Grand Gulf, Vicksburg, and Greenville, each of these points being the terminus of one or more packet lines. For some years past there has been a decline in the shipments of cotton from this section by river to New Orleans, and a large decline in the return receipts of supplies. This has been due to several circumstances. The Cincinnati steamers now carry a considerable quantity of cotton North, whereas all of it formerly went South; more goes to Memphis, which has several lines running down the river to points below it, and some even to Saint Louis. But the greatest diversion has been on account of the construction of the Louisville, New Orleans and Texas Railroad, parallel to the river, touching it either with the main stem or in branches or connections at various points, notably at the larger towns like Natchez, Vicksburg, and Greenville. These, which formerly depended mainly on their river business, have latterly become railroad cities. The building of this railroad has transferred a large portion, a majority, indeed, of the cotton trade away from the river to it. The rates on cotton are made very low at river points, leaving little if any margin of profit on the transportation of this product. The Yazoo cotton which comes to Vicksburg and was there formerly transshipped to boats, now goes to New Orleans or North largely by rail. At Delta, opposite, the cotton reaching the Mississippi by way of the Vicksburg, Shreveport and Pacific Railroad from Shreveport also reaches market mainly by rail. At Arkansas City, formerly a very large shipper of cotton by river, the staple is now ferried across the Mississippi to Huntington, where connection is made with a branch of the Louisville, New Orleans and Texas Railroad, and the cotton is carried by that route to New Orleans. The steam-boats have still control of the cotton at Fort Adams and other points on the east side of the river, where there are no railroads, the greater portion of the cotton from the plantations on the west bank, with some from the Yazoo and Sunflower Rivers, and some at Greenville, Vicksburg, and Natchez, where they compete with the railroad. The latter shipments are, however, decreasing, the railroads underbidding the boats at these points.

In the up trade of this section there has been a corresponding decline. This is due to the fact that the Saint Louis and Ohio boats furnish on their down trips a large proportion of the Western produce and supplies needed, while the railroad does a considerable share of the business from New Orleans in coffee, sugar, and imported goods.

The net result of all this has been that the river trade between New Orleans and Vicksburg and the Bends has shown a steady and rapid decline for some years past. The business was especially bad for 1886, employing but five boats. The two larger boats engaged in this trade, the *Ed. Richardson*, 2,048 tons, and the *J. M. White*, 2,027, found so little profit in it that they ran only a small portion of the year, being withdrawn early in the season and smaller boats, the *Natchez*, *Pargaud*, and *Leathers*, substituted.

4. MEMPHIS.

The Memphis and Helena trade has suffered even more severely than that of Vicksburg, and from the same causes. During 1886 and 1887 the railroad rates from Memphis have favored the shipment of cotton overland from that town eastward. As a consequence, the shipments to New Orleans have materially decreased as compared with previous years, and have been made mainly by the two railroad lines connecting New Orleans and Memphis, the Louisville, New Orleans and Texas, direct to "the Crescent City," and the Illinois Central, through its branch, the Mississippi and Tennessee, connecting with the main stem at Grenada. Some cotton was picked up by the boats at Helena, but less than formerly, as a larger share of the staple now goes north from that town to Memphis and Cincinnati. At Memphis large quantities of cotton-seed oil were shipped south to New Orleans for export to Europe, and some cotton-seed cake and meal. From the Mississippi River, as well as from the White and Arkansas, some cotton-seed and oak staves were obtained. The up cargoes were small, consisting of sugar, molasses, rice, coffee, and other imported goods. The trade which formerly sent down the largest cargo ever received in New Orleans, nearly 9,000 bales of cotton, on the *Chouteau's* famous trip, supported only two steamers in 1886, which made but seventeen trips.

The year 1887 has begun with a total collapse of this trade, no boats whatever being run in it, and the total shipments from Memphis amounting to a few dozen bales.

5. SAINT LOUIS.

The trade between Saint Louis and New Orleans has been good during the year 1886, in contrast with the other steam-boat lines. The bulk of this trade is handled by two companies, the Saint Louis and New Orleans Anchor Line of steam-boats and the Saint Louis and Mississippi Valley Barge Line.

The former had five regular steamers running in the New Orleans trade in 1886. One trip was also made by the *Will. S. Hays*, of the Saint Louis and Vicksburg Anchor Line.

The Saint Louis and Mississippi Valley Transportation Company has the following powerful tow-boats running to New Orleans: *Jay Gould*, *R. S. Hayes*, *Henry Lowrey*, *Future City*, *Port Eads*, *John Gilmore*, and *Oakland*, and 90 model barges, of a combined tonnage of 118,000 tons, capable of moving monthly to New Orleans 2,500,000 bushels of grain, or 90,000 tons of miscellaneous freight. There were during the year 61 tows of 299 barges.

A few independent Saint Louis boats made trips to New Orleans during the year; among them the *D. C. Fogel*, *D. R. Powell*, and *M. M. Michael*.

The business done during 1886 was good. The shipments South of grain in bulk, particularly wheat, showed a large increase over previous years. The barges went down heavily loaded with from 1,150 to 1,250 tons, and the up cargoes were much larger than previous years, including all kinds of goods, and averaging 325 tons per barge, or 94,125 tons for the line. A large proportion of this was of imported articles shipped in bond to Saint Louis. There was a large increase both by the barge line and the Anchor boats in the transportation up the river of goods brought by ocean vessels from New York and thence shipped by river to Saint Louis, as being cheaper than the route across the country by rail.

6. BAYOU LAFOURCHE.

Bayou Lafourche, "the fork" or branch, is the only tributary of the Mississippi below Red River that has been left open. It is an outlet from the river, one of its mouths emptying into Timbalier Bay. The Bayou connects with the Mississippi at Donaldsonville, 77 miles above New Orleans. It runs through one of the richest and most productive portions of Louisiana and is fringed on both sides by large sugar plantations, rice farms, orange groves, etc. The bayou is 300 feet wide and in high water from 25 to 50 feet deep. Like the Mississippi it is higher than the surrounding country, and the land has to be protected from overflow by levees.

The Southern Pacifice Railroad crosses the Lafourche at Lafourche Crossing, and the Texas and Pacific at Donaldsonville. A branch of the former road also runs to Thibodeaux, on this stream; but for the greater portion of the bayou the planters are dependent on the steam-boats to carry their products to market and to bring them their supplies. As the railroad rates are generally higher than those by water the steamers engaged in this traffic get the bulk of the business when the water is high enough in the bayou to enable them to run; but for a portion of the year it is too shallow for navigation, leaving the planters wholly to the railroads.

The boats employed in this trade are, in consequence of the narrowness of the bayou, necessarily small in size, of from 150 to 300 tons. They run generally as far down as Lockport, distant from New Orleans 150 miles by water. Below that point the country is but thinly populated.

The traffic on Bayou Lafourche is of much the same character as that of the river coast. The shipments to New Orleans, including sugar, molasses, rice, with some vegetables, eggs, chickens, etc., raised in the *brulées*, or small settlements back from the bayou. The return cargoes are plantation supplies of all kinds and manufactured goods. The boats during 1886 about maintained their proportion of the business, but the total was lower than for previous years on account of the shortness of the sugar crop.

7. BAYOU BARATARIA.

The Bayou Barataria trade is small and insignificant, employing only one small steamer. Bayou Barataria is a small stream extending from Lake Salvador, a few miles west of the Mississippi, to Barataria Bay. A canal has been cut from the Mississippi to the bayou, some 20 miles below New Orleans. Vessels, therefore, running from New Orleans to Grande Isle, Chénière Caminada, or Fort Livingston, on Barataria Bay, run down the Mississippi 20 miles, cut through this canal, and thence proceeed down the bayou to the Gulf. The country along the bayou is low, swampy, and generally uninhabited. At its upper end some sugar and rice is produced. At its mouth lie some of the best oyster beds on the Gulf coast, and a considerable traffic is kept up, mainly in luggers or small sailing vessels between these points and New Orleans. The shipments up stream consist mainly of oysters, generally in the shell, but some canned, shrimps, fish, etc.; the return shipments, which are generally small, consist of various supplies. There is but one small steamer making trips to Grande Isle, mainly for the carriage of passengers. The luggers do most of the freight transportation.

8. BAYOU DES ALLEMANDS.

The bayou is a small one on the west side of the Mississippi, immediately opposite New Orleans, connecting with the river by means of a canal. One small steamer is engaged in traffic on it bringing to New Orleans the small amount of sugar, molasses, and rice produced upon its banks.

9. THE ATCHAFALAYA RIVER.

The Atchafalaya River, which was the old bed of the Red River when it ran down to the Gulf instead of pouring into the Mississippi, as it does to-day, meets the Red and Mississippi on Old River (the old bed of the Red). The Atchafalaya, formerly an insignificant stream, has of late years grown in size and is now a deep, wide, and powerful river. It runs nearly parallel to the Mississippi, but in a straighter line direct to the Gulf, and being a shorter route, a great deal of the water of the Mississippi is diverted into it during high water. Towards the Gulf it breaks into a number of streams, and is known by several names, Grand River being the principal branch. It is difficult to tell which is the main stream, as in many places the country is cut up by branches and tributaries running into each other. By way of the Atchafalaya steamers are given access to Bayou Teche, Courtableau, Bœuf, and other streams of central and southern Louisiana. Up to 1865 communication existed with New Orleans via Bayou Plaquemines, which runs from the Atchafalaya to the Mississippi at Plaquemine. This stream, however, is now dammed up and vessels have to make the long and circuitous route via Red River.

The Atchafalaya boats now run from New Orleans to Old or Red River, thence to its junction with the Atchafalaya; thence down the Atchafalaya to Bayou Courtableau and up that stream to Washington, which is the shipping port for a rich and productive section of Saint Landry. The boats pick up a considerable traffic along the Upper Atchafalaya, which is leveed, and on the Courtableau. The products of the country consist of sugar, molasses, and cotton, but large quantities of eggs, chickens, wood, and some

wool, hides, etc., are shipped to the city. This traffic is seriously interfered with at two points by bars, at which the Government, both State and National, has been at work for half a century. The bar in Old River, by which access is obtained to and from the Mississippi, has been in a chronic state of closure since 1833. The State worked on it for thirty years, and the United States has been fixing it up ever since without securing any permanent good results, and the bar prevents vessels from entering the Atchafalaya a large portion of the year, and particularly that portion when the crops are being marketed. It is proposed to overcome this difficulty by the reopening of Bayou Plaquemines and the construction of a lock there; that will give an easy access to the Atchafalaya and do away with the present long, circuitous, and more or less dangerous trip up the Mississippi and thence through Old River and the Atchafalaya. At the mouth of Bayou Courtableau is Little Durt Bar, on which the State worked for years, and which the steamboat men have, from time to time, temporarily removed by their personal efforts.

The Texas and Pacific Railroad crosses the Atchafalaya at Melville, but does not enter there into much competition with the Atchafalaya boats. The Opelousas branch of the Southern Pacific, running into the country formerly tributary to the Courtableau and Atchafalaya, has diverted some of their trade. The business of 1886 showed a slight decline as compared with previous years, but was fair.

10. BAYOU TECHE.

Bayou Teche empties into Berwick's Bay, which is nothing but the mouth of the Atchafalaya. This gives it a long and circuitous water route to New Orleans, via the Teche to Morgan City, thence up the Atchafalaya to Red River, thence to the Mississippi, and down that stream to New Orleans. The country along Bayou Teche is in a high state of cultivation, the lower portion in sugar, the upper in cotton. This section of the State is known as "the sugar-bowl of Louisiana." The production and trade of the Teche parishes are large, but the steamers engaged in their trade get but a small share. The Southern Pacific Railroad runs parallel with the Teche through a large portion of its course, and branches extend north to Saint Martinsville and Opelousas. Boats, moreover, run in the Teche in co-operation with the railroad, acting as feeders to it. The lower portion of the Teche is navigable at all seasons of the year, if vessels can enter it by way of Old River. Improvements are now under way to open the Upper Teche also to steam-boats.

The Teche River business of 1886 was affected by the short sugar crop, and also, to a certain extent, by the railroad competition.

11. RED RIVER.

The traffic on Red River has fallen off for some years past. The construction of the Texas and Pacific Railroad, running nearly parallel with the river, and touching it at Alexandria, Shreveport, and other points, has diverted a large quantity of cotton. The steamers have been severely affected by the bar at the mouth of the river, and also by the low water in the Red a considerable portion of the year, rendering it impossible for vessels to ascend to Shreveport. At the competing points, the railroad claims to do 40 per cent. of the business. At Shreveport it gets the bulk of the cotton shipped to New Orleans. The boats do the business of the river towns and plantations having no railroad connections.

In 1886 one regular packet line, the Red River and Coast line, ran steamers on Red River. There were, in addition, several independent vessels. The business averaged well with previous years, in which the steam-boats had been in competition with the railroad. Some small amount of cotton was carried up stream to Shreveport. Even when the mouth of the river was closed to the steam-boats they continued running, the cotton, etc., being carried across the bar on small boats or transported from the Red and Atchafalaya by rail.

The *D. R. Powell*, from Saint Louis, did some business in the Red River and Ouachita trade during the year, principally in bringing supplies and Western produce from Saint Louis, but taking back no cotton or other products.

12. OUACHITA RIVER.

The Ouachita or Black River pours into Red River a short distance above its mouth. There is, therefore, the same difficulty encountered in entering it when the water is low in Old River. The Ouachita is navigable up into Arkansas. Camden, in that State, being the usual head of navigation. It has numerous tributaries, navigable for the smaller-sized boats, extending both south and west, some of them running to within a

few miles of the Mississippi River. These tributaries, Bayous Maçon, Tensas, D'Arbonne, and Bartholomew and Bœuf River, make the Ouachita the water outlet for the produce of a large section of country in Northeastern Louisiana and Southeastern Arkansas, including the parishes of Union, Morehouse, Ouachita, Richland, Caldwell, Franklin, Catahoula, Tensas, Madison, Concordia, and West Carroll in Louisiana, and Ouachita, Calhoun, Bradley, Ashley, and Union in Arkansas. The steamers engaged in the Ouachita trade are good-sized boats of 300 to 500 tons. Connecting with them are smaller steamers running on the tributary bayous and rivers. Boats also run direct from New Orleans to Bayous Maçon and Tensas, but the excessive insurance rate has operated unfavorably, and had a tendency to drive business away.

These railroads tap this region. The Vicksburg, Shreveport and Pacific crosses it diagonally from west to east, crossing the Ouachita at Monroe, as well as the Maçon and Tensas. The railroad does a large business, carrying the cotton and other produce to Delta, where the bulk of it is ferried across the river to Vicksburg, and thence shipped mainly by rail to New Orleans. Camden, Ark., which lies at the head of navigation on the Ouachita, formerly shipped a large quantity of cotton, pretty near all the product of the Upper Ouachita Valley, by steamer to New Orleans. The completion of a branch of the Saint Louis and Iron Mountain Road, from Gurdon to Camden, as well as the Texas and Saint Louis Railroad, has diverted some of this cotton and carried it northward to Saint Louis.

A small railroad, the Natchez and Texas, extending from Vidalia on the Mississippi, to Bayou Tensas, diverts a small amount of the trade of that section to Natchez, and thence by rail or river to New Orleans.

Despite this railroad competition, however, the Ouachita boats have done, and continue to do, a large business, and have lost relatively less of the cotton trade of their section than most of the other river lines. The chief competing railroad, the Vicksburg, Shreveport and Pacific, crosses the Ouachita instead of running parallel to it. The boats therefore have the advantage at all the river points, save at Monroe, where there is equal competition; and their rates have been such as to keep them this business. The trade suffers most from the closing of Old River, which requires an expensive transfer, the freight being brought down the Ouachita and Red and floated over the bar to other steamers on the Mississippi. It has occasionally been necessary for the boats to transfer a portion of their business to the railroad on account of low water, and on such occasions the comparison between the railroad and steam-boat rates have been especially striking. Some of these charges were made part of the brief of the steam-boat people in their argument before the Interstate Railroad Commission against the suspension of the fourth clause, in order to show the difference between the railroad rates when there was steam-boat competition and when the roads had absolute and undisputed control of the trade.

13. THE YAZOO RIVER.

The Yazoo trade of New Orleans is virtually a thing of the past, although most of the Yazoo cotton is still shipped to this city. Formerly steamers ran direct from New Orleans up the Yazoo, Sunflower, and other tributary streams. This business has been extinct for some time. The cotton from the Yazoo Delta—one of the most productive cotton sections of the country—is now brought direct by rail to New Orleans over the Louisville, New Orleans and Texas Railroad, or by the Parisot and Mulholland steamers to Vicksburg, where it is reshipped by rail or river.

The only traffic direct between the Yazoo and New Orleans is in cotton-seed, barges being loaded with the seed in the river and towed down to the city by tugs.

14. THE ARKANSAS AND WHITE RIVERS.

The Arkansas River trade of New Orleans has been rapidly disappearing and is well nigh extinct. During the year 1886 no boat ran from New Orleans up the Arkansas River, where formerly a large fleet had been employed, and only one boat ran in the White River, making very few trips.

A portion of the cotton grown on these rivers, however, was brought by boats to the Mississippi and transshipped there to steamers running to New Orleans instead of coming here direct. The bulk of the cotton, however, took other routes, some going by steamboat to Memphis; some by the Arkansas Valley route (Little Rock, Mississippi River and Texas Railroad), touching the Arkansas at Little Rock, Pine Bluff, and other points, and being brought to Arkansas City and thence transferred to the Louisville, New Orleans and Texas Railroad, and some going by the Saint Louis and Iron Mountain Railroad to Saint Louis.

In consequence of the rapid decline of this trade the Arkansas River, which used to figure conspicuously in the sources of receipts of cotton at New Orleans, has been dropped permanently from the table of the New Orleans Cotton Exchange.

14. SAINT FRANCIS RIVER.

What is true of the Arkansas and White Rivers is equally true of the Saint Francis. Some cotton is brought over it to Helena and transshipped there to New Orleans, but none comes direct. The only trade between it and the Crescent City is in logs and staves. Logs are towed out of the splendid forests of the Saint Francis basin and brought down in rafts to New Orleans and the other lower river towns, furnishing a large share of the timber other than cypress and pine used in the river saw-mills.

15. OHIO RIVER.

The Ohio River trade of New Orleans consists wholly of the trade with Cincinnati in Western produce, hay, flour, whisky, pork, apples, and potatoes, iron, nails, etc., from Pittsburgh, transhipped at Cincinnati; a small flat-boat trade in produce principally with points in Kentucky, and the coal trade with Pittsburgh, which in the number of vessels employed and in tonnage is far more than all the others combined. The lines of boats which formerly ran from New Orleans up the Cumberland and Tennessee Rivers have long since disappeared. There have been no regular Louisville boats for some time past. The only regular steam-boat line between New Orleans and the Ohio River is the Cincinnati Southern Transportation Line. With fewer boats in the trade than in previous years, this company did a better business, making more trips and handling more goods. The trade both down and up showed a gratifying increase, particularly in the transportation of cotton up stream. Most of this business came from points far above New Orleans, from Greenville, Helena, and Memphis.

The flat and produce boat trade, which was once the most important item of river business at New Orleans, has been small for thirty years, showing little variation. The business done in 1886 was slightly below the average. There were several tows to New Orleans, the boats being loaded principally with hay, potatoes, apples, and onions. The cost of this transportation is insignificant.

The coal trade of 1886 was larger than it was ever before; indeed, for some years past it has shown a steady and rapid increase. The use of coal for fuel in the sugar houses instead of wood, which is becoming scarce in the sugar districts, has yearly increased the demand and consumption of Pittsburgh coal in Louisiana. The coal is now delivered direct to the planter at a lower rate than the railroads can ever hope to make. The traffic is assured to the river at all times. Nine-tenths of the sugar plantations in Louisiana front directly on some navigable stream, and the coal boats can therefore be landed immediately on the river front on the Mississippi, Lafourche, or other bayou. Large quantities of coal are thus dropped by the descending tow-boats, not only at the towns like Vicksburg, Natchez, Baton Rouge, and other points, but in front of a large proportion of the 1,200 sugar plantations of Louisiana.

The coal consumption of New Orleans has been increasing on account of the increase of population, but largely on account of the new manufacturing industries established. Some competition has existed between Alabama and Pittsburgh coal, and quantities of the former have been brought in on the railroad, despite which the consumption of the Pennsylvania coal shows a large increase over all previous years, both in New Orleans and throughout Louisiana.

The competition between the steam-boats and the railroad lines from Louisville and Cincinnati and New Orleans, the Louisville and Nashville, and the Cincinnati, New Orleans and Texas or Cincinnati Southern, has been marked and vigorous throughout 1886. This competition was brought to the attention of the Interstate Railroad Commission, by the Louisville and Nashville Railroad, which demanded a release from the fourth clause of the interstate-commerce law, for the special purpose of competing with the Ohio River boats. The long and vigorous contest *ex rel.* this railroad, to investigate which the commission visited the South and sat in Atlanta, New Orleans, Memphis, and other points, turned principally upon the competition between rail and river for the Ohio valley trade.

These are the chief lines of river traffic in which New Orleans is engaged to-day. There are some smaller tributary lines in which it is also interested. Thus small steamers run in the bayous tributary to the Ouachita, and bring out produce to the Ouachita boats; the same is true of the Teche, Yazoo, and Sunflower, and some other streams.

The river steamers reaching New Orleans make out manifests of the principal articles brought by them, such as cotton, sugar, rice, etc., from which reports are made up by the Cotton and Produce Exchanges. The smaller articles, however, are not given, and no record is kept of the outgoing goods, produce, manufactured articles, etc.

The following tables give the receipts of produce and other goods in New Orleans during the year, January 1 to December 31, 1886, for each river line, and the total for the whole river. It includes receipts by steam-boats, steam-vessels of all kinds, barges,

flat, produce, and steam boats, river lugger, and, indeed, all the multifarious variety of craft navigating the Mississippi.

The receipts can of course only be given by the various lines of trade. It will thus be seen that the Cincinnati boats bring cotton to New Orleans, and the Saint Louis boats cotton, sugar, and rice. This is picked at points along the Lower Mississippi, but at what points it is difficult always to determine. It may be said, however, that the cotton brought by the Saint Louis and Ohio River boats was picked up between Bayou Sara and Memphis, generally between Bayou Sara and Greenville, in the section of the river known as the Bends; and the sugar, molasses, and rice on the upper boats, Saint Louis, Ohio River, Bends, Red River, and Ouachita, all come without exception from the country known as the upper coast between New Orleans and Bayou Sara. All the other freight on all the other lines was picked up by the boats in their legitimate territory.

Receipts of produce and other goods at New Orleans during the year (January 1 to December 31) 1886, by each river line.

Articles.	Quantity.	Articles.	Quantity.
From lower coast.		*From lower coast.*	
Cabbage ....barrels...	190	Oranges....barrels...	2,222
Do....sacks...	65	Pecans....do....	53
Cotton ....bales...	39	Potatoes ....do....	1,865
Cistern bottoms, sugar.... barrels...	106	Do....sacks...	3,055
Eggs....package...	152	Rice (cleaned)....barrels...	25,285
Garlic....strings...	100	Rice (rough)....sacks...	125,149
Hides....No...	585	Rice bran....do....	530
Molasses....barrels...	15,277	Rice polish....do....	203
Moss....bales...	112	Sirup ....barrels...	23
Onions....barrels...	546	Sugar... ....hogsheads...	603
Do....sacks...	1,552	Do....barrels...	33,355

And miscellaneous articles, consisting mainly of early vegetables, fish, and oysters, etc. In respect to the fish and oysters reaching New Orleans from below, it is difficult to determine how much comes from "the lower coast," and how much from Bayou Barataria. It can only, therefore, be included in the total.

Articles.	Quantity.	Articles.	Quantity.
From upper coast.		*From upper coast.*	
Apples....barrels...	250	Peas....sacks...	1,204
Cistern bottoms, sugar....do....	207	Pecans....barrels...	134
Cotton ....bales...	49,443	Potatoes....do....	7,654
Cotton seed ....sacks...	96,401	Do....sacks...	2,753
Cotton-seed meal....do....	4,635	Rice (cleaned) ....barrels...	7,392
Eggs ....packages...	1,470	Rice (rough)....sacks...	369,861
Flour....barrels...	311	Rice-bran ....do....	649
Hay....bales...	1,058	Rice polish ....do....	442
Hides....No...	1,455	Seed cotton....do....	1,780
Hogsheads, empty....	146	Skins....bundles...	52
Honey ....barrels...	24	Straw....bales...	729
Molasses....do....	125,708	Sugar....hogsheads...	39,596
Moss....bales...	1,207	Do ....barrels...	137,676
Oats ....sacks...	500	Sirup....do....	336
Oil ....barrels...	819	Tallow....do....	30
Onions....do....	2,723	Wool....bales...	81
Do....sacks...	1,415	Yarn, cotton....do....	107

And miscellaneous articles of various kinds, including principally lumber, shingles, cisterns, brick, vegetables, fruits, pecans, etc., the latter not being given separately but together. The receipts of lumber, brick, and other building material is given together by the Mechanics, Dealers, and Lumbermen's Exchange without specifying what portion of the river country they come from.

Receipts of produce and other goods at New Orleans, etc.—Continued.

Articles.	Quantity	Articles.	Quantity.
From Vicksburgh and bends.		*From Vicksburgh and bends.*	
Bagging.....pieces...	561	Staves.....	1,068,397
Broom-straw.....bales...	247	Sugar.....hogsheads...	345
Cotton.....do.....	183,864	Do.....barrels...	192
Cotton seed.....sacks...	689,847	Wool.....sacks...	137
Cotton-seed meal.....do.....	24,399		
Domestics.....bales...	230	*From Memphis and Helena.*	
Lumber.....feet...	32,040		
Meal, corn.....barrels...	201	Corn.....sacks...	1,613
Moss.....bales...	361	Cotton.....bales...	54,244
Molasses.....barrels...	403	Cotton seed.....sacks...	39,894
Oil.....do.....	6,584	Cotton-seed meal.....do.....	12,668
Oil-cake.....sacks...	2,814	Oats.....do.....	210
Peas.....barrels...	245	Oil.....barrels...	2,114
Do.....sacks...	155	Oil-cake.....sacks...	47,548
Rice (rough).....do.....	5,026	Potatoes.....barrels...	162
Seed cotton.....do.....	521	Seed cotton.....sacks...	353
Sheep.....head...	116	Staves.....pieces...	1,612,791
Shingles.....bundles...	2,225	Sirup.....barrels...	28
Soap stock.....barrels...	175	Wool.....sacks...	52

And miscellaneous products, mainly lumber and logs, out of the rivers of Arkansas.

Articles.	Quantity.	Articles.	Quantity.
From Saint Louis and Upper Mississippi.		*From Saint Louis and Upper Mississippi.*	
Apples.....barrels...	1,193	Meal.....barrels...	49,312
Apples, dried.....packages...	225	Do.....sacks...	1,203
Axle-grease.....boxes...	88	Meat, dry salt.....pounds...	1,578,100
Bacon and hams.....pounds...	215,920	Molasses*.....barrels...	137
Bagging.....rolls...	30,400	Nails, spikes, and joints.....kegs...	3,483
Baking powder.....boxes...	906	Oatmeal.....barrels...	50
Barley.....sacks...	102	Oats.....sacks...	271,996
Barrels.....empty...	2,837	Do.....bushels...	598,955
Beans.....barrels...	166	Oil*.....barrels...	2,476
Do.....sacks...	102	Oil (coal).....cases...	120
Beef.....barrels...	1,324	Oil-cake.....sacks...	72,456
Beer.....packages...	2,171	Onions.....packages...	235
Bitters.....boxes...	62	Peanuts.....sacks...	327
Bran.....sacks...	86,403	Potatoes.....barrels...	381
Broom-straw.....bales...	346	Do.....sacks...	155
Butter.....packages...	132	Pickles.....cases...	841
Candles.....boxes...	1,291	.....Do.....barrels...	54
Castor-oil.....cases...	34	Pigs' feet.....packages...	121
Cattle.....head...	26	Pork.....barrels...	9,232
Cheese.....boxes...	110	Poultry.....coops...	64
Clay.....barrels...	23	Preserves.....pails...	225
Cotton*.....bales...	17,048	Putty.....barrels...	31
Corn, in bulk.....bushels...	7,501,730	Railroad-iron.....bars...	2,789
Corn.....sacks...	311,807	Rice*.....barrels...	20
Cotton-seed*.....do.....	1,332	Rope.....coils...	38
Cotton-seed meal*.....do.....	24,643	Rye.....sacks...	519
Eggs.....packages...	1,227	Screenings.....do.....	1,665
Excelsior.....bales...	110	Seed grass.....do.....	72
Fertilizers.....sacks...	250	Shipstuff.....do.....	326
Fire-brick.....	10,406	Shot.....bags...	5,754
Flour.....barrels...	333,538	Skins.....barrels...	149
Do.....sacks...	69,970	Soap.....boxes...	6,057
Glucose.....barrels...	1,200	Starch.....do.....	12,316
Glue.....do.....	32	Staves.....	667,000
Grease.....do.....	133	Stores.....	610
Grits.....	23,595	Sugar*.....hogsheads...	24
Hay.....bales...	61,040	Do*.....barrels...	68
Hides.....	1,230	Sirup.....do.....	26
Horses and mules.....head...	231	Tar.....do.....	25
Hogs.....do.....	107	Tiles.....pieces...	1,689
Hominy.....barrels...	215	Tobacco.....hogsheads...	54
Honey.....do.....	22	Do.....packages...	2,385
Hops.....bales...	131	Tomatoes.....boxes...	283
Jelly.....cases...	375	Vinegar.....barrels...	802
Kraut.....packages...	26	Whisky.....do.....	649
Lard.....pounds...	3,192,005	White lead.....kegs...	15,865
Lead.....packages...	3,842	Wine.....barrels...	26
Do.....pigs...	2,107	Wheat, in bulk.....bushels...	657,564
Lime.....barrels...	611	Wheat.....sacks...	2,557
Lumber.....feet...	26,526	Wire.....bundles...	4,660
Malt.....sacks...	44,102	Woodenware.....packages...	304

*These articles were picked up by the Saint Louis boats between Memphis and New Orleans, some of them within a few miles of the latter city, but at what points can not be accurately determined. They came by the Saint Louis boats, and are therefore classified with the receipts from that city.

Receipts of produce and other goods at New Orleans, etc.—Continued.

Articles.	Quantity.	Articles.	Quantity.
From Bayou Barataria.		*From Bayou Barataria.*	
Cattle ... head	59	Potatoes ... barrels	135
Moss ... bales	29	Rice ... sacks	6,109
Pecans ... barrels	14	Sugar ... barrels	154

And oysters, fish, etc. No distinction, however, is drawn on the receipts of oysters and fish arriving at New Orleans via the river between those coming from Bayou Barataria and other points, and they are therefore included in the total receipts by river at New Orleans.

Articles.	Quantity.	Articles.	Quantity.
From Bayou Grand Caillou.		*From Bayou Teche.*	
Molasses ... barrels	364	Potatoes ... sacks	259
Sugar ... hogsheads	172	Rice, cleaned ... barrels	21
Do ... barrels	53	Rice, rough ... sacks	1,309
		Seed cotton ... do	1,013
From Bayou des Allemands.		Shingles ... bundles	6,250
		Shucks ... do	131
Molasses	600	Sugar ... hogsheads	2,660
Rice ... sacks	356	Do ... barrels	10,259
Sugar ... hogsheads	151	Tallow ... do	12
Do ... barrels	175	Wools ... sacks	34
From Bayou Lafourche.		*From Red River.*	
Cotton ... bales	28	Bones ... sacks	158
Cotton-seed ... sacks	210	Cattle ... head	126
Eggs ... packages	1,790	Cistern bottoms, sugar ... barrels	22
Hides	725	Cotton ... bales	64,522
Molasses ... barrels	10,535	Cotton-seed ... sacks	167,821
Moss ... bales	486	Cotton-seed meal ... do	14,912
Onions ... barrels	112	Eggs ... packages	652
Do ... sacks	3,055	Hay ... bales	1,593
Pecans ... barrels	17	Hides	5,195
Potatoes ... do	514	Hogs ... head	151
Do ... sacks	7,952	Linters ... bales	40
Rice ... barrels	1,196	Molasses ... barrels	48
Do ... sacks	22,699	Moss ... bales	309
Seed cotton ... do	56	Oil cake ... sacks	2,005
Sugar ... hogsheads	8,662	Pease ... barrels	43
Do ... barrels	6,443	Poultry ... coops	116
Wool ... sacks	17	Rice ... sacks	3,316
		Seed cotton ... do	263
From the Atchafalaya.		Skins ... bundles	12
		Soap-stock ... barrels	288
Cattle ... head	21	Sugar ... hogsheads	129
Cotton ... bales	17,048	Staves ... pieces	30,277
Cotton-seed ... sacks	26,852	Wood ... cords	370
Eggs ... packages	1,007	Wool ... bales	24
Hides	5,010		
Molasses ... barrels	2,309	*From Ouachita River.*	
Moss ... bales	591		
Oil ... barrels	563	Cattle ... head	212
Pecans ... do	30	Cotton ... bales	87,492
Pease ... sacks	116	Cotton-seed ... sacks	134,353
Potatoes ... barrels	84	Cotton-seed meal ... do	6,005
Poultry ... coops	29	Cotton pickings ... bales	18
Rice ... sacks	2,753	Feathers ... do	12
Seed cotton ... do	279	Hogs ... head	152
Sheep ... head	106	Hides	843
Staves ... pieces	11,000	Lumber ... feet	15,766
Sugar ... hogsheads	2,427	Moss ... bales	178
Do ... barrels	6	Molasses ... barrels	276
Wool ... bales	28	Oil ... do	1,404
Wood ... cords	2,949	Rice ... do	17
		Seed cotton ... sacks	328
From Bayou Teche.		Soap-stock ... barrels	10
		Staves ... pieces	126,717
Bones ... sacks	315	Sugar ... hogsheads	75
Cotton ... bales	2,488	Wool ... sacks	73
Cotton-seed ... sacks	6,860	Wood ... cords	2,133
Eggs ... packages	1,519		
Hides	4,247	*From White River (Ark.).*	
Lumber ... feet	28,000		
Molasses ... barrels	5,690	Cotton ... bales	261
Moss ... bales	287	Cotton-seed ... sacks	85

Receipts of produce and other goods at New Orleans, etc.—Continued.

Articles.	Quantity.	Articles.	Quantity.
From Ohio River.		*From Ohio River.*	
Acids.....carboys...	200	Meal-feed.....do.....	2,015
Apples.....barrels...	45,571	Meat, dry salt.....pounds...	320,100
Apples, dried.....do.....	234	Molasses.....barrels...	1,351
Beer.....packages...	2,270	Nails.....kegs...	19,823
Bacon and hams.....pounds...	188,425	Oats.....sacks...	30,107
Beans.....barrels...	1,409	Oat-sheafs.....bales...	73
Beef.....do.....	638	Oil.....barrels...	477
Bitters.....boxes...	2,377	Oil-cake.....sacks...	738
Bran.....sacks...	31,218	Onions.....barrels...	123
Bungs.....barrels...	90	Peanuts.....sacks...	581
Butter.....packages...	191	Peas.....do.....	183
Cabbage.....barrels...	160	Pickles.....barrels...	30
Candles.....boxes...	2,695	Do.....packages...	40
Cattle.....head...	165	Pigs' feet.....barrels...	50
Cement.....barrels...	1,658	Potatoes.....do.....	179,610
Cider.....do.....	216	Pork.....do.....	6,972
Coal and coke.....bushels...	15,996,750	Poultry.....coops...	528
Corn.....sacks...	88,767	Rice.....barrels...	28
Cotton*.....bales...	5,797	Rope.....coils...	250
Cotton-seed*.....sacks...	1,386	Rosin.....barrels...	80
Cotton-seed meal*.....do.....	4,000	Rye-flour.....do.....	25
Eggs.....packages...	2,415	Sheep.....head...	120
Do.....barrels...	414	Shipstuff.....sacks...	90
Feed.....sacks...	1,000	Spikes.....kegs...	100
Fertilizers.....do.....	480	Starch.....boxes...	54,295
Flour.....barrels...	16,011	Do.....barrels...	1,571
Fruit, dried.....do.....	163	Staves.....	1,525,035
Glassware.....cases...	164	Straw.....bales...	2,068
Grease.....barrels..	800	Soap.....barrels...	25
Grits.....do.....	8,756	Do.....boxes...	12,055
Hair.....bales...	1,680	Steel rails.....tons...	4,000
Hay.....do.....	84,616	Sugar*.....hogsheads...	66
Hides.....	2,014	Sugar kettles.....	127
Hogs.....head...	511	Tallow.....barrels...	5
Hominy.....barrels...	156	Tar.....do.....	351
Hoop-poles.....	18,000	Tobacco.....hogsheads...	663
Iron.....bars...	200	Tongues.....barrels...	46
Do.....bundles...	1,490	Turnips.....do.....	40
Kraut.....barrels...	288	Vinegar.....do.....	856
Lard.....pounds...	82,720	Do.....cases...	219
Lime.....barrels...	3,170	Whisky.....barrels...	536
Liquors.....do.....	50	Wine.....do.....	741
Meal.....do.....	3,463	Do.....packages...	409
Meal.....sacks...	1,900	Wire.....bundles...	2,013

* Shipped from points between New Orleans and Memphis on Mississippi River.

The total receipts of produce and goods at New Orleans in 1886, given below, includes some articles not given in the receipts by the several river routes, for the reason that it can not be determined exactly what points they came from; indeed, they were picked up along the river, and can not be properly classed as coming from any particular section.

Principal receipts by river at New Orleans.

Article.	Quantity.	Articles.	Quantity.
Acids.....carboys...	200	Meal-feed.....sacks...	2,015
Apples.....barrels...	46,920	Moss.....bales...	3,560
Apples, dried.....packages...	560	Molasses.....barrels...	162,650
Axle grease.....boxes...	88	Nails.....kegs...	23,306
Bacon and hams.....pounds...	404,345	Oats.....sacks...	302,313
Bagging.....rolls..	30,961	Oats (in bulk).....bushels...	598,755
Baking powders.....boxes...	906	Oatmeal.....barrels...	50
Barley.....sacks...	102	Oat-sheaves.....bales...	73
Barrels.....empty...	2,837	Oil (cotton-seed).....barrels...	14,337
Beans.....barrels...	1,575	Oil (coal).....cases...	120
Beef.....do.....	1,962	Oil-cakes.....sacks...	125,562
Beer.....packages...	4,441	Onions.....barrels...	14,039
Bitters.....boxes...	2,439	Do.....sacks...	6,022
Bones.....sacks...	473	Oranges.....barrels...	2,222
Bran.....do.....	117,628	Peanuts.....sacks...	327
Bricks.....	362,056	Peas.....barrels...	288
Broom-straw.....bales...	593	Do.....sacks..	1,658
Bungs.....barrels...	90	Pecans.....barrels...	248
Butter.....packages...	3,423	Pickles.....do.....	54
Candles.....boxes...	2,827	Do.....cases...	841
Castor oil.....cases...	34	Plaster.....barrels..	4,200
Cattle.....head...	1,580	Potatoes.....do.....	180,409
Cement.....barrels...	6,982	Do.....sacks...	14,174
Cheese.....boxes...	110	Poultry.....coops...	673
Cider.....barrels...	160	Preserves.....pails...	225
Cistern bottoms, sugar.....do.....	335	Pork.....barrels...	16,204
Clay.....do.....	23	Putty.....do.....	31
Coal and coke.....tons...	15,996,750	Rice (cleaned).....do.....	34,077
Corn, in bulk.....bushels...	7,501,730	Rice (rough).....sacks...	536,563
Corn.....sacks...	402,287	Rope.....coils...	769
Cotton.....bales...	482,254	Rosin.....barrels...	80
Cotton-seed.....sacks..	1,368,796	Rye.....sacks...	519
Cotton-seed meal.....do.....	91,262	Rye-flour.....barrels...	25
Cotton pickings.....bales...	18	Screenings.....sacks...	1,665
Domestics.....do.....	230	Seed cotton.....do.....	4,593
Eggs.....packages...	10,234	Seed grass.....do.....	72
Do.....barrels...	414	Sheep.....head...	342
Excelsior.....bales...	110	Shipstuff.....sacks...	326
Feathers.....do.....	12	Shingles.....bundles...	10,525
Feed.....sacks...	1,000	Shot.....bags...	5,754
Fertilizers.....sacks...	1,520	Skins.....packages...	213
Fire-brick.....	50,860	Soap.....barrels...	25
Flour.....barrels...	349,669	Do.....boxes..	18,112
Do.....sacks...	69,970	Soapstock.....barrels...	473
Fruit, dried.....barrels...	163	Starch.....do.....	1,571
Garlic.....strings...	100	Do.....boxes...	66,611
Glassware.....cases...	164	Staves.....pieces...	5,041,117
Glucose.....barrels...	1,200	Steel rails.....tons...	4,000
Glue.....do.....	32	Stoves.....	610
Grease.....do.....	133	Sugar.....hogsheads...	54,954
Grits.....do.....	32,351	Do.....barrels...	188,339
Hair.....	1,680	Do.....kettles...	127
Hay.....bales...	148,307	Sirup.....barrels...	412
Hides.....	19,290	Tallow.....do.....	47
Hogs.....head...	921	Tar.....do.....	25
Hogsheads.....empty...	146	Tiles.....pieces...	1,689
Hominy.....	371	Tobacco.....hogsheads...	717
Honey.....barrels...	46	Do.....packages...	2,385
Hoop-poles.....	18,000	Tomatoes.....boxes...	283
Horses and mules.....	1,231	Tongues.....barrels...	46
Hops.....bales...	131	Turnips.....do.....	40
Jelly.....cases...	375	Vinegar.....do.....	1,658
Kraut.....packages...	314	Wheat (in bulk).....bushels...	657,564
Lard.....pounds...	3,274,725	Wheat.....sacks...	2,557
Lead.....packages...	3,842	Whisky.....barrels...	1,185
Do.....pigs...	2,107	White lead.....kegs...	15,865
Lime.....barrels...	3,352	Wine.....barrels...	741
Linters.....bales...	40	Do.....cases..	409
Liquor.....barrels...	50	Wire.....bundles...	2,113
Lumber.....feet...	536,993	Wood.....cords...	5,452
Malt.....sacks...	44,142	Wool.....packages...	436
Meal, corn.....barrels...	58,775	Woodenware.....do.....	304
Meal.....sacks...	3,103	Yarn, cotton.....bales...	107

Value of receipts by river at New Orleans

[This does not include receipts by rafts.]

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Apples .....barrels...	46,920	$128,070	Molasses.....barrels...	162,650	$1,951,800
Bacon and hams.pounds...	404,305	40,435	Nails.. .....kegs...	23,306	69,918
Bagging.....rolls...	30,961	278,649	Oats.....bushels...	598,755	239,502
Beans.....barrels...	1,575	15,120	Do.....sacks...	302,313	393,007
Beef.....do.....	1,962	17,658	Oil.....barrels...	14,337	137,635
Beer.....packages...	4,441	8,882	Onions.....do.....	17,050	38,362
Bran .....sacks...	117,628	147,034	Potatoes..bbls and sacks	197,906	395,812
Butter.....packages...	3,423	50,345	Pork.....barrels...	16,206	162,060
Candles.....boxes...	2,827	13,468	Rice .....do.....	34,077	374,847
Coal and coke...bushels...	15,996,750	2,559,480	Rice, rough.....sacks...	536,568	2,082,515
Corn .....do.....	7,501,730	3,150,727	Soap.....boxes...	18,112	36,224
Do.....sacks..	402,287	603,430	Starch .....do.....	70,324	91,421
Cotton .....bales...	482,254	22,617,713	Staves.....pieces...	5,041,117	529,317
Cotton-seed.....sacks...	1,368,796	684,398	Steel rails.....	.....	120,000
Cotton-seed meal ...do.....	91,262	82,135	Sugar.....hogsheads...	102,039	6,352,929
Eggs.....boxes...	11,476	57,380	Tobacco ....do.....	717	107,550
Flour.....barrels...	349,669	1,398,676	Do.....packages...	2,385	35,775
Fish and oysters.....	.....	370,220	Wheat.....bushels...	657,564	558,829
Grits.....barrels...	32,351	104,141	Wine	.....	30,310
Hay .....bales...	148,307	392,749	Whisky.....barrels...	1,185	59,250
Hides..	19,290	77,160	White lead.....kegs...	15,865	71,412
Lard .....pounds ..	3,274,725	211,857	Wood .....cords...	5,425	24,413
Live-stock.....	.....	198,771	Miscellaneous	.....	15,253,568
Lumber.....feet...	536,993	5,532			
Meal.....barrels...	58,775	117,550	Total.....	.....	62,716,781
Moss.....bales...	3,560	10,680			

The following gives the business in values of each line of trade. The exact source from which certain articles come to New Orleans by river, particularly the oysters and fish from below, and the staves and lumber from above is not given. These articles are therefore included under the head of "miscellaneous and otherwise accounted for."

On Mississippi River:	
Lower coast—Port Eads to New Orleans	$1,747,842
Upper coast—Bayou Sara to New Orleans	10,574,796
Vicksburg and Bends—Greenville, Miss., to New Orleans	9,408,007
Memphis and Helena—Memphis to New Orleans	2,944,959
Saint Louis—Saint Louis to New Orleans	19,099,226
Tributaries of the Mississippi:	
Bayou Lafourche	1,006,220
Atchafalaya River and Bayou Courtableau—Washington to New Orleans	1,222,615
Bayou Teche—Saint Martinsville to New Orleans	612,640
Red River—Shreveport to New Orleans	3,506,377
Ouachita River—Camden to New Orleans.	4,379,620
Ohio River—Pittsburgh to New Orleans	6,865,496
Miscellaneous (from St. Francis, White, Yazoo, and other rivers, and not otherwise fully enumerated elsewhere)	1,348,983
Total	62,716,781

The heaviest tonnage was in coal and grain, these two articles indeed, transported almost exclusively in barges, constituting half the total. The following table gives the tons of each class of articles received in New Orleans and their value.

The breadstuffs and grain include the wheat, corn, oats, barley, flour, corn-meal, grits, etc.

The cotton includes cotton-seed, cotton seed oil, cake, and meal, pickings, linters, etc.

The esculents include the apples, oranges, potatoes, onions, cabbages, and articles of food other than provisions.

The manufactures include furniture, iron and steel, hardware, stoves, kettles, bagging, domestics, glass and glassware, rope, manufactured tobacco, white lead, wire, woodenware, and a large number of general and miscellaneous manufactured articles.

The provisions are pork, bacon, ham, beef, lard, etc.

Rice includes also rice-bran and polish.

Under the head of miscellaneous are the other products, raw or in a semi-manufactured state, broom straw, cement, coffee, cider, clay, glue, grease, hair, hides, lead, lime, whisky, wine, vinegar, leaf-tobacco, moss, coal oil, plaster, resin, skins, and a large number of others.

Freight received at New Orleans by river and per cent. of weight and value of total receipts.

Articles.	Freight.		Value.	
	Tons.	Per cent. of total receipts.	Value.	Per cent. of total receipts.
Breadstuffs and grain	360,079	21.2	$6,757,519	10.8
Coal and coke	528,225	31.1	2,559,480	4.1
Cotton and its products (seed, meal, cake, etc)	285,569	16.8	23,671,240	37.7
Esculents (apples, onions, potatoes, etc.)	32,375	1.9	962,070	1.5
Hay, feed, etc.	40,062	2.4	536,463	.8
Lumber, stone, and building materials	58,960	3.5	625,742	1.0
Manufactured articles	82,015	4.8	7,263,020	11.4
Provisions	20,123	1.2	1,002,275	1.6
Rice	58,379	3.4	2,462,579	4.0
Sugar and molasses	100,076	5.9	8,310,513	13.3
Miscellaneous	133,362	7.8	9,548,155	13.8
Total	1,699,225	.....	62,716,781	.....

There are no records whatever of the shipments made away from New Orleans by river. The only thing to go by are the trip-books of the steamers and barge line, and as some of these have been lost or destroyed, it is impossible to obtain full and complete accounts of the exports from the city by river. They include a far greater variety of goods, provisions of all kinds, manufactured articles, etc., than are imported by this route. The heaviest shipments down stream from New Orleans are lumber and fertilizers, particularly the cotton-seed products. The lower parishes of Louisiana produce very little timber of any kind, and the sugar planters have latterly taken to using fertilizers in the cultivation of cane. The shipments include also all kinds of plantation supplies, articles of food, wearing apparel, etc. To this section even the bricks for the construction of houses are sent.

The shipments made to the upper coast, Lafourche, Atchafalaya, Red, Ouachita, are of the same character. They include the western produce, pork, flour, apples, oats, etc., brought down to New Orleans by the western boats, as well as the imported goods—cotton from New York or Europe.

The shipments by the Memphis, Cincinnati, and Saint Louis boats embrace the products of the South—cotton, sugar, molasses, and rice, and large quantities of imported goods. In the latter direction there has been a great increase in the last few years, particularly by the Saint Louis boats and barges. Heavy shipments are made up-stream of goods in bond. A single cargo to Saint Louis lately included 1,300 cases and 300 bales of dry goods, and 500 rolls of carpet.

The statistics of the exports by river from New Orleans are defective, and estimates have to be made for several lines of trade. The following table, therefore, is not as thorough or as perfect as that of the receipts of produce at New Orleans, as it is partly estimated:

Articles shipped by river from New Orleans.

Articles.	Quantity.	Articles.	Quantity.
Apples.....barrel...	28,230	Jute.....bales...	13,576
Bacon.....tierces...	4,820	Lumber.....feet...	1,325,400
Barrels.....empty...	70,400	Meat, dry salt.....pounds...	30,514,500
Beer.....packages..	8,815	Merchandise (dry goods).....cases...	18,349
Beans.....barrels...	11,320	Molasses.....barrels...	18,623
Beans.....sacks...	2,082	Lard.....tierces...	7,082
Bricks.....	735,520	Lime.....barrels...	2,760
Candles.....boxes...	8,412	Nails.....kegs...	10,880
Coffee.....sacks...	82,816	Oil.....cases...	19,250
Canned goods.....cases...	20,316	Do.....barrels...	2,088
Castings.....packages...	1,420	Oranges.....boxes...	4,414
Cattle.....	1,388	Oats.....sacks...	296,880
Corn.....sacks...	280,370	Pork.....barrels...	5,320
Crockery.....cases...	4,121	Potatoes.....barrels...	107,080
Cotton-seed meal.....sacks...	52,820	Rice.....packages...	35,993
Drugs.....cases...	8,320	Salt.....sacks...	86,350
Fertilizers.....sacks...	50,980	Soap.....boxes...	14,460
Flour.....barrels...	226,322	Starch.....boxes...	9,200
Furniture.....crates...	2,815	Sugar.....hogsheads...	52,716
Hams.....tierces...	4,220	Shingles.....bundles...	28,040
Hardware.....packages...	40,400	Shot.....bags...	5,840
Hogsheads.....empty...	18,480	Tobacco.....packages...	31,723
Groceries (miscellaneous).....boxes...	29,864	Whisky.....barrels...	10,720
Hay.....bales...	64,800	Wine.....cases...	4,203
Horses and mules.....	2,880	Do.....barrels...	591
Grits and corn meal.....barrels...	58,440		

With other miscellaneous articles.

The exports by river from New Orleans will sum up to about $35,875,000.

RAFTED DOWN THE RIVER.

Give the freight floated down the river by rafts and in other ways than in permanent boats or vessels.

It is difficult, if not impossible, to distinguish the freight brought down to New Orleans in boats of a permanent and non-permanent character; and for that reason all of the receipts by boats and barges are given in reply to the previous query. The reason is that sometimes the boats are sold and broken up in New Orleans, either for lumber or for fuel, generally for the latter, and again if they reach the city in fairly good condition, and are deemed capable of making other trips, they are towed up stream again. This is the case with all classes of boats of a not strictly permanent character, whether employed in the coal, stave, produce, or other trade. For this reason, and because it is impossible to determine which of them are of a permanent character and which are not, which are destroyed and which used again, no distinction being made or given on this point, these boats, with their cargoes, are included under another head. They consist of coal boats, employed in carrying coal and coke, and sometimes wood; stave boats, handling staves and wood, and produce boats, carrying produce of all kinds, but particularly potatoes, apples, onions, and cabbages.

The amount floated down the Mississippi on rafts, both lumber and cord-wood, is still large, although less than in former years. The saw-mills at Baton Rouge, New Orleans, and other river towns get the bulk of their material, logs, etc., from the river. In New Orleans there are two sources of supply, from Lake Pontchartrain, which is in the heart of the yellow-pine region of Louisiana and the Mississippi, by which most of the cypress, poplar, cottonwood, etc., arrives. The pine from the lake country reaches New Orleans by way of Canal Carondelet and the new canal, and is sawed into lumber or planed by the mills situated on these canals in the rear of the city. On the river front are seven saw-mills dependent upon the Mississippi for their supply of timber. The latter comes from all along the Mississippi. The bulk of it comes out of the Ouachita and Red River, about 56 per cent.; and about 20 per cent. out of the St. Francis River; the remainder mainly from the Mississippi itself. The cypress, which is the principal lumber employed

by the New Orleans mills, comes from the Ouachita, Black, Maçon, and other tributaries. So also does most of the ash floated down in rafts to New Orleans and cut there into cord-wood. The St. Francis furnishes poplar, cottonwood, walnut, and miscellaneous timber of all kinds. The bulk of the cottonwood and poplar, however, comes from the river front of Mississippi—the Yazoo country.

Formerly nearly all these rafts were floated down by raftsmen, who brought them to New Orleans and sold them there. A large number are so brought to-day, seventy-five rafts, mainly of ash, coming from the Ouachita and Black Rivers in 1886. Of late, however, a much larger proportion of the logs have been towed down by tugs. In 1886 about 40 per cent. of the timber reaching New Orleans came in this way. It can not be said, however, to have proved a great success. One steamer leaving the Saint Francis River with 1,000,000 feet of lumber got to New Orleans with only 250,000 feet, having lost three-fourths of her tow en route.

Some walnut and oak rafts are floated down to New Orleans, and, instead of being sawed or otherwise manufactured, are shipped in logs to France, to be there used in the manufacture of furniture, etc.

The receipts of timber at New Orleans during the year 1886 were slightly below the average of previous years, as follows:

	Tons.
Cypress	43,493
Pine	17,002
Oak	4,235
Walnut	1,250
Cottonwood, poplar, and other woods	13,144
Total	79,124
Value	$139,144

Besides the lumber floated down for the saw-mills, logs are rafted down for cord-wood. This business has been somewhat affected lately by the railroads. The building of new railroads, the clearing away of their tracks and felling of trees have thrown large quantities of wood on the market, which is brought to New Orleans for little or nothing. The sources of receipts of cord-wood at New Orleans by the river route are:

The steam-boats, especially those in the Ouachita and Atchafalaya trade, which bring in large quantities of cut wood.

The flat-boats, towed or floated down, which bring wood from upper river points.

Rafts, which are floated down and sold in logs on the river bank, to be cut up there into cord wood.

And the old and broken boats, coal, stave, etc., which, after having made the voyage down the river and being too weak to make the trip up again, are sold and broken up mainly for fire-wood.

The receipts of wood by the steam-boats are given with the steam-boat cargoes.

The wood in boats or barges generally comes from points between New Orleans and Memphis. A coal boat having unloaded her cargo at Vicksburg, Natchez, or some other point, and not being in a boatable condition up stream, is sold to some owner of a wood-yard, who loads her with wood, which is then floated down to New Orleans.

The amount arriving in rafts to be cut up at New Orleans constitutes over one-third of all the cord-wood reaching the city.

In breaking up the old barges and boats such lumber as can be sawed is used.

Amount and value of wood rafted to New Orleans in 1886 *for saw-mills or lumber or wood-yards.*

	Tons.	Value.
Timber*	79,124	$139,144
Cord-wood	13,420	55,609
Total	92,544	194,753

*In logs, value before being sawed,

DISTRIBUTION OF RIVER FREIGHT

What are the sources and points to which distributed of the freight moved on the river in each direction and the proportionate amount transported from each point and distributed to each point of destination?

Few of the smaller towns on the river keep any record of the movement of freight. At those where there are wharf-boats, some statistics are preserved; but generally for this movement the manifests of the steamers have to be depended on for those articles going by steam, and the coal and barge companies and the saw-mills and cotton-seed-oil mills for those towed, floated, or rafted down. The way traffic on the lower river is comparatively insignificant. There are lines of boats between Bayou Sara, Natchez, Vicksburg, and Greenville, generally small vessels, and with not much freight business. The bulk of the business is done by the big boats from New Orleans, Saint Louis, Cincinnati, and Memphis. The chief business of the river towns and landings consists in the shipment of the products of the country either up or down the river to these cities, to be marketed, or the receipt of provisions, supplies, and manufactured goods in return. Between New Orleans and Memphis, the only town having any material tributary river traffic is Vicksburg, which receives the produce of the interior country by the Yazoo, and the Sunflower, Coldwater, and other branches of that river. The way traffic elsewhere is small, the bulk of it consisting in the receipts of logs, cotton-seed, etc., by the mills situated on the river bank. The more important towns have each a territory dependent on it, and to which it distributes goods; but the trade between these several towns is infinitesimal as compared with the other traffic of the river.

The business, therefore, to and from the big cities (Saint Louis, Cincinnati, Memphis, and New Orleans) and that tributary to Vicksburg from the Yazoo, constitutes a large majority of the total traffic, and as the figures for this are full and complete, the volume of river business can be reached with accuracy.

As can be seen from the statistics of New Orleans, already given, the great bulk of this trade is down stream—in fact the freight carried down the Mississippi is double that ascending the river. This is easily accounted for. The whole valley uses the Mississippi as an outlet to the sea. By this route Saint Louis ships its grain to Europe; Mississippi, Arkansas, and Louisiana their cotton, sugar, and rice. The lumber districts of Arkansas, Tennessee, and Kentucky send down stream their many cargoes of lumber and staves. Again, the coal fleets constitute one-fourth of the freight in tons of the Lower Mississippi. There is no corresponding business going up the river. The coal barges return empty; the flatboats that bring down potatoes and provisions from all portions of the West do not return at all, and even the grain barges carry back scarcely a third of the freight with which they descended the river.

The following table gives the movement of freight on the Lower Mississippi River, between Memphis and New Orleans. For some of the smaller towns it has been necessary to estimate the number of tons shipped and received, as there are no accurate statistics on this point. These, however, constitute but an infinitesimal portion of the river business, less than 3 per cent. of the whole.

Shipment of freight by river, including rafts, between Memphis and the Gulf during 1886.

	Up stream.	Down stream.
From lower coast north	49,530	.....
Way traffic on lower coast	750	750
From New Orleans south	.....	36,215
From New Orleans to points between that city and Memphis	520,089	.....
From New Orleans to points north of Memphis	223,650	.....
From Points north to Bayou Lafourche (leaving the Mississippi at Donaldsonville)	.....	15,200
From points south to Bayou Lafourche	18,640	.....
From Bayou Lafourche to the Mississippi	.....	28,881
From upper coast to New Orleans and south	.....	206,366
From upper coast to north	67,220	.....
Way traffic on upper coast	28,500	37,200
From points north to Red River (leaving the Mississippi at Old River)	.....	95,260
From points south to Red River	125,816	.....
From Red River to the Mississippi, destined for north	5,000	.....
From Red River to the Mississippi, destined for south	.....	262,462
From Natchez north	7,250	.....
From Natchez south	.....	14,100
From Vicksburg north	21,580	.....
From Vicksburg south	.....	32,820
From the Yazoo River to the Mississippi (leaving the Yazoo near Vicksburg)	.....	49,950

Shipment of freight by river, including rafts—Continued.

	Up stream.	Down stream.
From the Mississippi to the Yazoo (not otherwise included)	17,800	
From Greenville north	9,500	
From Greenville south		20,750
From points between Bayou Sara and Greenville north (not including Natchez, Vicksburg, and Greenville)	68,800	
From points between Bayou Sara and Greenville south		105,320
Way business at points between Bayou Sara and Greenville	52,000	116,800
From Helena north	17,200	
From Helena south		16,000
From points between Greenville and Helena north	93,500	
From points between Greenville and Helena south		97,358
From the Arkansas rivers (Arkansas, White, and Saint Francis) to the Misssissippi	114,250	205,500
From the Mississippi to the Arkansas rivers (not otherwise enumerated)	11,500	72,500
Way business at points between Greenville and Memphis	50,100	80,020
From Memphis south		85,150
From points north of Memphis to lower coast		6,925
From points north of Memphis to New Orleans		1,091,728
From points north of Memphis to—		
Upper coast		99,950
Natchez		18,300
Vicksburg		30,570
Greenville		12,500
Helena		14,500
To points between Bayou Sara and Greenville		133,802
To points between Greenville and Memphis (except Helena)		105,200
Total	1,502,675	3,092,077

Grand total tons of freight transported between Memphis and the Gulf	4,586,692
Value of freight shipped or rafted down the Mississipi River between Memphis and the Gulf	$130,640,250
Value of freight shipped up the Mississippi between Memphis and Gulf	74,665,445
Total traffic of river between Memphis and Gulf	205,305,695

The receipts at river points were the same as the shipments, except for the losses incurred (about 55,750 tons, worth $475,000).

INCREASE OR DECREASE OF RIVER TRAFFIC.

Give the growth or decrease of river business during the last five or ten years.

There has been a material decline in the river business of the Lower Mississippi during the last five years. This has been more in value than in tonnage. During this period there has been a falling off in the shipment of the more valuable products and an increase int he handling of heavy articles. The barge and floating tonnage has grown; the steam-boat tonnage declined. The following table shows how small are the fluctuations in the receipts of produce at New Orleans during the last few years. Notwithstanding the remarkable changes that have taken place in trade lines and the failures of crops during this period, the river business at New Orleans may be said to have remained nearly at a standstill as far as the number of tons handled was concerned. In values, however, it is quite different, and the up-river trade has suffered severely. The following comparison of the last few years will give some idea of this:

Receipts at and shipments from New Orleans by river, from 1880 *to* 1887.

	Receipts.*	Shipments.	Total.
	Tons.	*Tons.*	*Tons.*
1887	1,718,884	754,182	2.473,072
1886	1,699,225	779,954	2,479,179
1885	1,710,250	812,250	2,522,500
1884	1,656,825	818,990	2,475,815
1883	1,685,220	862,437	2,547,657
1882	1,649,790	901,560	2,551,350
1881	1,742,400	979,600	2,722,000
1880	1,869,825	1,089,425	2,959,250

* Not including rafts.

During this period the receipts by river at New Orleans show a falling off of 9 per cent., and in the shipments up stream of 23 per cent.

The decline varies greatly in the different lines of articles handled and received. There have been heavy losses in the provision trade and in cotton by river. Sugar and rice show a decline; that is, a larger proportion of the crop is brought to market by the railroads than formerly. Grain and breadstuffs have been fluctuating, dependent upon the railroad and ocean freight rates. On the other hand, there has been a large increase in the receipts of coal and coke, staves, lumber, and bulky articles.

The river grain trade of New Orleans has had several ups and downs during the last dozen years. Up to the time of the construction of the jetties it was small and of little moment or importance; the receipts of all kinds of grains never reached much over a million bushels. There were no wheat shipments down the river before 1873, and in 1876 the receipts at New Orleans were but 37,142 bushels. From the date of the construction of the jetties, the grain trade of New Orleans "boomed," and it looked for a while as if the entire surplus grain crop of the West would take the river route to Europe. The shipments were:

	Bushels.
1876	308, 578
1877	1, 774, 398
1878	4, 101, 353
1879	6, 164, 838
1880	15, 762, 664

This was the maximum reached. Several causes conspired to prevent an increase in the shipments of grain by this route. Trunk lines which had handled the business previously saw the necessity of meeting the lower rate by river, and a reduction of the rail rate made the cost of sending grain by way of the Mississippi and New Orleans and the railroads and New York about the same. Moreover, the surplus wheat, in this country for export was less. In 1883 there was a marked decline in the shipments to Europe. In 1885 the receipts at New Orleans were but 50,000 bushels. The year 1886 showed a revival in the river grain business.

The barge company, the Saint Louis and Mississippi Valley Transportation Company, can move 30,000,000 bushels of grain to New Orleans during the year. Its best business was in 1880, when it took 15,762,664 bushels downstream, a little over half its capacity.

The fluctuations in the river grain trade are well shown in the following table of receipts at New Orleans for the past fifteen years:

Receipts of grain by river at New Orleans.

	Wheat.	Corn.	Rye.	Oats.	Total.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
1886	657, 564	7, 501, 730	.....	598, 755	8, 758, 049
1885	50, 000	8, 180, 039	36, 093	401, 787	8, 667, 919
1884	1, 318, 680	4, 496, 785	344, 864	487, 221	6, 647, 558
1883	1, 435, 043	9, 029, 509	205, 430	389, 826	11, 059, 508
1882	5, 637, 391	2, 529, 712	15, 994	150, 320	8, 333, 417
1881	4, 197, 981	8, 640, 720	22, 423	132, 823	12, 993, 947
1880	5, 913, 272	9, 804, 392	45, 000	.....	15, 762, 664
1879	2, 390, 897	3, 585, 589	157, 424	30, 928	6, 164, 838
1878	1, 876, 639	2, 857, 056	609, 041	108, 867	5, 451, 603
1877	351, 453	3, 578, 057	171, 843	.....	4, 101, 353
1776	37, 142	1, 737, 237	.....	.....	1, 774, 379
1875	135, 961	172, 617	.....	.....	308, 578
1874	365, 252	1, 047, 794	.....	10, 000	1, 423, 046
1873	.....	1, 373, 969	.....	.....	1, 373, 969
1872	.....	1, 711, 039	.....	.....	1, 711, 039
1871	.....	309, 077	.....	3, 000	312, 077

While the receipts of grain have fluctuated, there has been an undeniable decline in the receipts of flour.

Receipts of flour at New Orleans.

Year.*	Flour.	Year.*	Flour.
	Barrels.		*Barrels.*
1886-'87	654,000	1875-'76	791,701
1885-'86	552,381	1874-'75	786,281
1884-'85	634,322	1873-'74	937,685
1883-'84	711,390	1872-'73	1,502,206
1882-'83	796,148	1871-'72	1,087,488
188 -'82	899,111	1870-'71	1,541,281
1880-'81	642,460	1869-'70	†1,641,477
1879-'80	626,418	1864-'69	†1,006,257
1878-'79	656,131	1859-'64	†584,241
1877-'78	639,304	1854-'59	†1,141,680
1876-'77	631,602	1850-'54	828,648

* For the New Orleans commercial year, from September 1 to August 31.
† Average for a year.

The receipts of cotton at New Orleans by river have declined for the past ten years, owing to the vigorous competition of the railways and the low rates prevailing. The railroads now reach all the most important river towns, and bid at these for the cotton trade. The Texas and Pacific claims that at any point where it is in competition with the steamers it secures 40 per cent. of the business. On the east bank of the Mississippi the railroad gets an even larger share. At Natchez three-fourths of the business is now done by the railroads; at Vicksburg about an equal proportion. At these points the railroads underbid the boats, and carry the cotton, so the steam-boat men claim, at less than it can be handled for. If the rates are the same from any given competitive point, the railroads naturally secure the bulk of the cotton, on account of the advantage in time and insurance.

To the steamers, however, are left a large field as yet undisputed by the railroads, and it is from this that they get their cotton; but this field has been growing smaller for some years. They have left to them the Red River country, except at Shreveport, Alexandria, and the other few points where the railroad touches the river. They have the Ouachita and most of its tributaries, save where the Vicksburg, Shreveport and Pacific Railroad and the Saint Louis and Iron Mountain Railroad reach it and compete with them. They have most of the west bank of the Mississippi River and the cotton raised on the lands too far distant from the railroad to be hauled to it. In this territory they are without competition, except among themselves and they secure the bulk of the staple produced; but they have lost some of their richest fields, which have been captured by the railroads. The shipment of cotton down stream from the Arkansas and White Rivers to New Orleans virtually ended some years ago. The Yazoo country has been largely lost in the last two years. To-day the Mississippi River, with its many tributaries, brings out very little more cotton to New Orleans than a single railroad.

In six years, during which the railroads have extended their lines into the cotton district, and two roads, the Louisville and New Orleans and Texas and Texas and Pacific, have been built parallel to the Red and Mississippi Rivers, the river cotton business at New Orleans has declined over 60 per cent.

Receipts of cotton by river and rail.

Years.	River.	Rail.
	Bales.	*Bales.*
1886-'87*	402,802	1,516,512
1885-'86	635,524	1,309,963
1884-'85	679,336	1,006,316
1883-'84	832,070	832,053
1882-'83	1,011,449	937,156
1881-'82	799,770	517,718
1880-'81	1,059,518	718,869
1879-'80	1,087,997	624,532
1878-'79	911,652	526,921
1877-'78	980,993	631,490
1876-'77	981,939	495,206
1875-'76	1,094,735	487,788
1874-'75	750,080	406,076
1873-'74	941,262	410,298
1872-'73	968,877	438,495

* For the New Orleans commercial year, from September 1 to August 31.

In 1880–'81 New Orleans received its cotton—

By river	1,059,518
By rail	718,869
By ocean steamer	79,600

At that time the following were the chief cotton-shipping points on the Mississippi. The shipments then made compared with those to-day give an idea of the changes that have taken place in the river business:

Chief points on Mississippi from which shipments of cotton were made.

Point.	Bales.	Point.	Bales.
Arkansas:		Mississippi—Continued.	
Helena	52,000	Natchez	39,300
Arkansas City	56,500	Sunflower	1,700
Lenwood	1,300	Vicksburg	132,800
Point Chicot	1,050	Grand Gulf	13,600
Sterling	1,550		
Terrene	30,000	Total	329,200
Gaines's Landing	1,000		
Luna	2,400	Louisiana:	
Leland	1,000	Lake Providence	5,750
Bernard	5,500	Saint Joseph	8,800
		Hard Times	11,500
Total	150,156	Bayou Sara	29,900
		Pointe Coupée	12,500
Mississippi:		Port Hickey	2,200
Glendale	14,000		
Yazoo Levee district	107,500	Total	90,450
Rodney	20,300		

Helena: Cotton from Arkansas Central, Helena, and Iron Mountain Railroad, and Saint Francis River reshipped.

Terrene: Cotton from Arkansas and White Rivers reshipped.

The Mississippi levee district includes Bolivar, Issaquena, Washington, and Sharkey Counties.

Vicksburg: Cotton from the Vicksburg and Meridian, and Vicksburg and Shreveport Railroads, and Yazoo River reshipped.

Cotton shipped by the various steam-boat lines to New Orleans.

Boats from—	Bales.	Boats from—	Bales.
Memphis	166,890	Ouachita River	121,300
Greenville and bends	155,575	White River	16,401
Vicksburg	280,468	Saint Louis and Cincinnati	36,120
Upper coast	80,698	All others	31,579
Red River	171,586		

Compare this with the business done to-day. The Memphis River cotton trade is gone; so is that on White River. Vicksburg and the bends send less than half as much cotton to New Orleans by river as then; Red River barely a third; Ouachita River slightly over half.

If the figures are compared with forty years ago, they present an even more unfavorable showing. In 1842–'43 New Orleans received 1,046,166 bales of cotton by river, and in 1859–'60, 1,946,227 bales by the water route. While the railroads along the Mississippi River have latterly obtained a larger proportion of the sugar crop of the State than formerly handled by them, the boats engaged in the sugar business have suffered less relatively than the cotton boats. They also have railroad competitors throughout the sugar country. The most important of these is the Southern Pacific, which runs through the most productive sugar section of Louisiana, crossing the Lafourche near Thibodeaux and running along the Teche for the greater portion of its navigable length.

The Teche steamers, in competition with it have suffered under the further disadvantage of bad navigation in Old River. As a consequence, the railroad gets the bulk of the sugar in the Teche parishes. Along the Mississippi, however, where the river is in com-

petition with two roads, the Texas and Pacific on the one side, and the Louisville, New Orleans and Texas on the other, they still succeed in securing the bulk of the sugar intended for the New Orleans market, handling about two-thirds of the whole business.

Sugar receipts at New Orleans.

Years.	By river.	By rail.
	Hhds.	*Hhds.*
1886–'87	80,210	40,569
1885–'86	122,339	66,483
1884–'85	89,121	49,201
1883–'84	163,893	57,622
1882–'83	161,814	52,680

The large variations in the total receipts are due to crop failures and change.

Some sugar is taken North by the Saint Louis and Cincinnati boats direct from the plantation. This business has also been affected slightly by the railroad competition, and some of the plantations are now shipping their sugar North by rail direct.

If the river has lost business in cotton and sugar, it has made up for it, as far as tonnage is concerned, in the receipt of coal. The coal receipts of New Orleans have steadily and rapidly advanced. The construction of the New Orleans and Northeastern Railroad direct from the Alabama coal-fields, and the importation of large quantities of coal both by that route and the Louisville and Nashville Railroad, has had no effect upon the receipts of Pittsburgh coal at New Orleans and the other river towns. It is now largely used by the sugar planters in the manufacture of sugar instead of wood, formerly employed by them, and the increased steam ocean tonnage of New Orleans and the more numerous factories of that city also call for a larger supply.

Receipts of Pittsburgh coal at New Orleans by river.

	Boats.	Barges.	Total.
1886–'87*	571	48	619
1885–'86*	509	101	610
1884–'85	389	60	449
1883–'84	339	64	403
1882–'83	363	78	441
1881–'82	413	53	466
1880–'81	371	40	411
1879–'80	356	70	426
1878–'79	144	31	175
1877–'78	404	92	496
1876–'77	210	70	280
1875–'76	205	51	256
1874–'75	266	61	327
1873–'74	256	78	324

A barge contains 450 tons of coal, and a boat 925 tons.
* For the commercial year, September 1 to August 31.

The oak stave trade of New Orleans shows the following fluctuations during the last five years:

Staves received by river.

1886–'87	6,127,400
1885–'86	6,640,240
1884–'85	4,320,476
1883–'84	4,932,000
1882–'83	6,868,320
1881–'82	5,707,872

It will be noted that the principal increase in the river business of New Orleans has been in these articles—grain, coal, staves, etc.—brought down in barges or boats at a very low rate of transportation; and the heaviest loss is in cotton, flour, Western produce, etc.

INFLUENCE OF THE RIVER ON FREIGHT RATES AND COMPETITION WITH RAILROADS.

What influence has the river exerted as a regulator of freight rates; and what are its future prospects and influences as a highway for traffic?

From Memphis to New Orleans the Mississippi River and the Louisville, New Orleans and Texas Railroad run parallel to each other. The road runs through a region which formerly contributed a large amount of tonnage and business to the river boats. It reaches, either with the main stem or with branches, all the important river towns, Baton Rouge, Natchez, Vicksburg, Greenville, and Memphis, and it connects with the roads west of the Mississippi, the Little Rock, Mississippi Valley and Texas Railroad at Arkansas City and the Vicksburg, Shreveport and Pacific Railroad at Vicksburg or at Delta, immediately opposite, and gets from them a large amount of business that reaches the river at these points and that formerly went down it by steamer.

The effect and influence of a water route parallel with a railroad can be best studied here. By the road the distance from New Orleans to Memphis is 455 miles, and 731 miles by river.

Thesteam-boats usually charge $1 per bale for cotton from Memphis to New Orleans, 75 cents from Vicksburg, and 50 cents from points below, like Bayou Sara. Here are the rates by the Louisville, New Orleans and Texas Railroad. The points marked with an asterisk (*) are those at which the steam-boats enter into competition with the railroad:

[The distances are given from New Orleans.]

	Distance.	Freight rate on cotton.
	Miles.	
Baton Rouge*	89	$0.50
Slaughter	108	1.00
Ethel	113	1.25
Port Hudson (on branch road)*	125	.60
Clinton (on branch road)	121	1.65
Wilson	122	1.50
Port Gibson	206	1.75
Vicksburg*	235	.75
Rolling Fork	279	2.00
Greenville (on branch road)*	328	1.00
Clarksdale	379	2.25
Memphis	455	1.00

The average charge for the transportation of a bale of cotton is .435 cent per mile in competition with the river, and .86 cent when free from water competition. The river reduces freight rates just one-half. Those towns situated within reach of the boats get their cotton hauled for half what the interior towns off the river have to pay. The rates on other freights show about the same difference.

Freight rates by the Louisville, New Orleans and Texas Railroad.

[Per 100 pounds.]

Points.	Distance.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.
	Miles.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Ethel	113	62	54	45	39	32
Natchez*	230	50	40	30	25	20
Port Gibson	206	65	55	45	40	35
Vicksburg*	235	50	40	30	25	20
Rolling Fork	279	65	55	45	40	35
Memphis*	455	65	50	38	30	25

*The charge on the first-class freight is at the rate of 15 cents per mile for points where the river affords competition and 32 cents where there is no competition.

These companies were, through the change of the railroad and through most of the others, in competition with the river. It fixes mathematically the value and influence of the Mississippi in controlling rates. The water route reduces the charges one-half wherever its influence is felt, wherever it is within reach, or wherever its tributaries extend, the rates averaging half what they are in other sections not similarly favored.

This influence does not extend to the immediate banks of the river, but for some distance inland. The Clinton and Port Hudson Railroad crosses the Louisville, New Orleans and Texas Railroad at Ethel. It was formerly tributary to the river, the cotton from East Feliciana being shipped to Port Hudson and there loaded on boats. It now moves in a different direction and goes to New Orleans by rail.

The following are the charges from points on this branch road to New Orleans:

	Miles from New Orleans by rail.	Freight on cotton.
		Bales.
Clinton	121	$1.65
Brown's	115	1.50
Bell's	116	1.00
Lindsay	120	.75
Port Hudson	126	.60

It will be noted that the railroad rate decreases the further the cotton has to be hauled and the nearer it gets to the river. It does not follow that the steam-boats get the business; as a matter of fact, the bulk of the cotton in the country through which this road passes, and a great majority of it at the towns where there is free and open competition, goes by rail; but although it takes the rail route, the latter is affected and influenced by the river, which fixes the price of the freight charges. In the same manner as the river has affected the rates from points along the Upper Mississippi to the sea-board, it has regulated these throughout the Lower Mississippi region. When through any cause the river is closed to navigation at any point, the complaint is made that rates advance.

The river has cheapened freight rates throughout the Lower Mississippi Valley, wherever its influence can be felt, one-half. It is claimed by the river men, and so asserted by the New Orleans Cotton Exchange in its brief before the Interstate Commerce Commission, that the railroads have latterly been taking freight from river points at a less rate and "recouping" themselves elsewhere. The cost of transportation by river is capable of being greatly cheapened. The river steamer of ten years ago was expensive and expensively run. There was no competition with the railroads, and at the rates then prevailing a handsome profit was realized. It is being generally recognized that the old-style boat can not be run with profit to-day. The handsome cabins and saloons are a reminiscence of the days long since past when all the passenger business of the Lower Mississippi Valley was by river. It is largely gone now, for time is so important an element in traveling that one scarcely cares to lose a day by going the river route. The river steamer is becoming more and more each day a freight boat; or rather the probabilites are that there will be boats of two classes, for passengers and freight, like the railroads, instead of one carrying both together. Last season some of the finest steamers in the New Orleans trade lay idle at the wharf two-thirds of the time because it did not pay to run them. Few new boats of this kind are being built. The new steamers of the Mississippi are being more solidly and strongly constructed for freight business.

During the last two seasons the river boats have been compelled to carry on their business at rates from 10 to 20 per cent. cheaper than previously. To make any profit it has necessitated constant activity, some of the boats being kept running nearly every day. Any further reduction in rates is difficult, if not impossible, without a loss, for the margin of profit is small now. The only resource is simpler and cheaper boats, or the adoption of the barge system. The shipment of freight down the river by barge defies any competition by the railroads, and is the cheapest form of transportation known anywhere. The coal barges are loaded at Pittsburgh and brought down to New Orleans, a distance of 1,928 miles, at the rate of 10 cents a barrel, or .00259 cents per 100 pounds a mile. The competition at New Orleans and all the Lower Mississippi points between the railroads and the river routes dates wholly since the war; and at New Orleans has occurred mainly in the last few years. That competition has been active and vigorous, and has exerted a marked influence on the trade and commerce of the Mississippi.

At the time of the outbreak of the late war railroads touched the Lower Mississippi at only four points, Memphis, Vicksburg, Delta, opposite Vicksburg, and New Orleans. The Pontchartrain Railroad at New Orleans had been constructed as early as 1837. It

was only 7 miles in length, but did away with the necessity of vessels ascending the new and Carondelet canal. All cotton and produce from Mobile, Pensacola, and other Florida ports was then carried by steamers to Milneburg, the lake terminus of this road, and thence by the railroad to New Orleans. The line was purely a local one and of little importance commercially.

The next road reaching the Mississippi, and in anywise affecting it, was the Vicksburg and Jackson, from Vicksburg to Jackson, opened in 1841. This was for twenty years a mere branch or tributary to the Mississippi River, an outlet for the cotton of central Mississippi, which could not be readily reached by steam-boat or flatboat. It brought some 100,000 bales of cotton annually to Vicksburg, which were thence transshipped by boat to New Orleans. The railroad acted as a feeder to the river, in no wise competed with it, and indeed brought freight to it that might have found another outlet to market. In 1860 this road, by consolidation with the Southern Mississippi Railroad, was extended to Meridian, where it met the Mobile and Ohio Road, thus giving the cotton in the interior the alternative of going south to Mobile or north to Saint Louis and Cincinnati.

In 1852 two new railroads were begun from New Orleans—the New Orleans and Opelousas, running westward, and the New Orleans, Jackson and Great Northern northward. The latter was opened to Canton, Miss., in 1859, and by the Mississippi Central to Jackson, Tenn., in 1860. The Opelousas road extended to Brashear (now Morgan City), which remained its terminus for over twenty years before it was extended to Houston, Tex., to ultimately become the main stem of the Southern Pacific.

The fourth road to reach the Lower Mississippi was the Mississippi and Tennessee Railroad, completed from Grenada, on the line of the Mississippi Central, to Memphis in 1857. The Memphis and Charleston, from Chattanooga to Memphis, was completed in 1858. In 1861 the Vicksburg, Shreveport and Pacific was opened from Delta, La., opposite Vicksburg, to Monroe on the Ouachita River.

These were all the roads built in the region tributary to the Lower Mississippi when war interrupted commerce and railroad building in the Southern States.

It will be seen that these railroads were more or less tributary to the Mississippi, reached points beyond the boats, and could, therefore, scarcely be considered as competing with the latter. The New Orleans, Jackson and Great Northern Railroad had connection with Memphis and Vicksburg, but did not bring much freight from those points. The Opelousas or Louisiana and Texas road brought some produce from bayous Teche and Lafourche, but did not materially affect the business of the boats running on these streams. On the other hand, the railroads, particularly the Memphis and Charleston, Vicksburg, Shreveport and Pacific, Vicksburg and Jackson, brought cotton from the interior to the Mississippi to be shipped by boats to New Orleans.

The war made little change in the Southern roads, and at its completion the same lines remained, the additions being a portion of the Memphis and Little Rock, from Memphis towards the Arkansas capital, and the Memphis branch of the Louisville and Nashville Railroads, however, touched the river at all points above. There were four lines at Cincinnati, three at Louisville, and five at Saint Louis.

The two railroads centering at New Orleans, the New Orleans, Jackson and Great Northern and the Louisiana and Texas, both handled some freight which had formerly been carried by boats, the one from Memphis and Vicksburg, the other from the Teche, Lafourche, and Atchafalaya, but it was infinitesimal compared with the total traffic of the river, and with the diversion that was soon to follow.

In 1870, the completion of the New Orleans, Mobile and Texas Railroad (now the New Orleans and Mobile branch of the Louisville and Nashville) did away with the steamers between New Orleans and Mobile, from 97 to 98 per cent. of the cotton and other freight being shipped by rail. The Mobile and lake steamers altogether disappeared, and the arrivals of steamers in New Orleans to-day from Mobile are not over three or four a year.

The most important invasion of river traffic was that made by the construction of the New Orleans and Pacific branch of the Texas and Pacific Railroad, from New Orleans to Shreveport, which was intended to give the Texas Pacific Railroad an outlet from Texas to the seaboard. It was the first road in the region tributary to New Orleans parallel to an important navigable stream touching the Mississippi River and competing with it at numerous points. The New Orleans and Pacific took the old road of the New Orleans, Mobile and Texas Railroad, running along the Mississippi to Baton Rouge, and cut thence in a northeasterly direction, crossing the Atchafalaya River and running almost parallel to Red River to Shreveport. It thus became the competitor of the boats at all points on the Lower Mississippi as high as Baton Rouge, on the Atchafalaya, and at Alexandria, Shreveport, and other points on Red River. This line was completed in 1881. Hahnville, Donaldsonville, Plaquemine, Port Allen, Baton Rogue, Alexandria, and Shreveport thus became competitive points between the railroad and river boats. The

result is shown in the following figures of the receipts of cotton from Red River and the Texas and Louisiana regions tributary to it:

Cotton.

Year.	By river.	By rail.
	Bales.	*Bales.*
1877–'78	193,800	.....
1878–'79	145,119	.....
1879–'80	144,616	.....
1880–'81	186,585	.....
1883–'84	104,039	140,198
1884–'85	54,726	197,632
1885–'86	61,661	223,898
1886–'87	55,128	322,538

It is scarcely necessary to point out the lesson of these figures. The increase in the receipts from the Red River section is due to the cotton brought by the Texas and Pacific Railroad from Northern Texas and transferred at Shreveport. Of the Shreveport cotton the railway claims to carry four times as much to New Orleans as the boats.

Before the construction of the New Orleans and Pacific Railroad the Red River boats had been injuriously affected by the bad condition of that stream, particularly the mouth, which grew shallow during the very season when business was briskest, seriously interfering with the transportation of freight by river.

In 1883 was commenced at several points the construction of a railroad which was to be a far more serious competitor with the river boats. The Louisville, New Orleans and Texas Railroad, more generally known as "the Mississippi Valley," runs parallel with the Mississippi River between New Orleans and Memphis, and is therefore, of necessity, a competitor. The main line or branches touch the river at all important shipping points on the east bank of the river.

Other railroad lines affecting the commerce of the lower river are as follows:

Clinton and Port Hudson road, opened in 1833; a small line, tributary to the Mississippi until the completion of the Louisville, New Orleans and Texas, when it became a branch of that road, diverting freight which had hitherto been shipped from the interior to Port Hudson and thence by river.

The West Feliciana Railroad, completed in 1842. This is also a small line, running from Bayou Sara to Woodville, Miss. It is without railroad connections, and wholly tributary to the Mississippi, bringing out the cotton and other freight from the interior for transshipment by boats down the river.

Natchez, Red River and Texas Railroad; a small line, similarly tributary to the river.

Natchez, Jackson and Columbus, from Natchez to Jackson, completed in 1882. This road now connects with the Louisville, New Orleans and Texas, and diverts a considerable amount of freight from the river by rail to New Orleans, so much so that Natchez, which was formerly the most important river town between New Orleans and Louisville or Saint Louis, is now without any regular packet line from the Crescent City, and dependent on the Vicksburg boats. It receives to-day three-fourths of the supplies from the railroads, whereas five years ago it was wholly dependent on the river.

Louisiana Central, Baton Rouge to Mission, a small line bringing freight from the interior, the Grosse Tête country to Port Allen, opposite Baton Rouge, whence it is shipped by rail or river to New Orleans.

Little Rock, Mississippi Valley and Texas Railroad, recently purchased for the Missouri Pacific system, extending from Arkansas City to Pine Bluff and Little Rock, with a branch running westward towards the Ouachita. This road connects with the Louisville, New Orleans and Texas Railroad, to which it transfers a large quantity of cotton and other freight from along the Arkansas, and which formerly came by way of the Arkansas boats to New Orleans.

The Helena branch of the Iron Mountain Railroad from Helena northward to the main line of that system connecting at Helena with the boats for New Orleans, Saint Louis, and Memphis.

The New Orleans and Lake Borgne Railroad, a small line, touching the Mississippi at several points below New Orleans, and competing with the lower coast packets.

The railroads now reach the Mississippi at all the important towns. With the exception of Bayou Sara, there is not a town on the Lower Mississippi of over 1,000 population which is without railroad connection with New Orleans, Saint Louis, or Memphis. Bayou Sara possesses a line, the West Feliciana Railroad, but as yet unconnected with the other systems. Indeed, there are but few shipping points on the Mississippi of any importance without railroad connections.

Points on the Mississippi between New Orleans and Memphis with competition between river and rail.

	Distance by river.	Competing railroad.	Distance by rail.
	Miles.		*Miles.*
Kenner, La	16	Louisville, New Orleans and Texas, and Illinois Central.	10
Hahnville, La	27	Texas and Pacific	25
Bonnet Carié, La	36	Louisville, New Orleans and Texas	28
Convent, La	60	do	51
Whitehall, La	67	do	56
Donaldsville, La	77	Texas and Pacific	64
Plaquemine, La	109	do	85
Baton Rouge, La	129	Louisville, New Orleans and Pacific	89
Port Allen, La	130	Texas and Pacific	97
Port Hudson, La	152	Louisville, New Orleans and Texas	128
Waterloo, La	157		
Bayou Sara, La	163		
Sebastopol, La	180		
Tarbert, Miss	203		
Langside, Miss	204		
Point Breeze, La	207		
Bartlett Plantation, Miss	210		
Jackson's Point, Miss	225		
Natchez, Miss	262	Natchez, Jackson and Columbia, Louisville, New Orleans and Texas.	214
Vidalia, La	262	do	215
Stacy Plantation, La	265		
L'Argent, La	283		
Waterproof, La	300		
Rodney, Miss	310		
Saint Joseph, La	314		
Bondurant, La	320		
Hardscrabble, La	322		
Grand Gulf, La	326	Louisville, New Orleans and Texas	212
Bland's Store, La	339		
New Town, Miss	344		
Diamond Point, Miss	352		
Warrenton, Miss	356	Louisville, New Orleans and Texas	227
Delta, La	362	Louisville, New Orleans and Texas, Vicksburg, Shreveport and Pacific.	228
Vicksburg, Miss	365	Louisville, New Orleans and Texas, Vicksburg, Shreveport and Pacific, and Illinois Central.	235
Mouth of Yazoo River	367		
Lake Provdence, La	419		
Refuge, Miss	470		
Greenville, Miss	483	Louisville, New Orleans and Texas, Georgia Pacific.	
Arkansas City, Ark	523	Louisville, New Orleans and Texas, Little Rock, Mississippi and Texas.	315
Chicot, Ark	530		
Mouth Arkansas River, Ark	560		
Cumbyville, Ark	567		
Terrene, Miss	567		
Mouth White River, Ark	568		
Maysonia, Miss	583		
Concordia, Miss	583		
Laconia, Ark	588		
Australia, Miss	592		
Hulbertson, Miss	628		
Friar's Point, Miss	642		
Delta, Miss	647		
Glendale, Miss	655	Louisville, New Orleans and Texas	402
Helena, Ark	655	Louisville, New Orleans and Texas, Saint Louis and Iron Mountain, and Arkansas Midland.	402
Mouth of Saint Francis River	664		
Sterling, Ark	664		
Memphis, Tenn	731	Louisville, New Orleans and Texas	455

The difference in the position of the steam-boats and railroads in 1887 and 1866 can readily be appreciated. The result has been actual competition, which has been specially marked in the last few years. Of the seven lines centering in New Orleans all compete with the river route. The New Orleans and Northeastern is the least affected by this competition, although it is an air-line from New Orleans to another river point, Cincinnati.

The New Orleans and Lake Borgne Railway, from New Orleans to Portersville, or Shell Beach, runs near the bank of the river to the south, transporting quantities of rice,

sugar, and vegetables that had formerly been sent by boat. This road is to be extended southward to Pointe à la Hache.

The Illinois Central, connecting with lines to Memphis and Vicksburg—competition with the river smaller than formerly since the completion of the Louisville, New Orleans and Texas Railroad.

The Louisville and Nashville, competing at Memphis, Paducah, Louisville, and numerous other points.

The Southern Pacific, competing at points on the Mississippi, just above New Orleans, and on all points on the Teche, Lafourche, Courtableau, Boeuf, and other streams in Central Louisiana. The result has been to greatly affect and reduce the regular steam-boat business on the streams.

The Texas and Pacific from New Orleans to Shreveport, competing with the boats at all points on the Lower Mississippi to Baton Rouge, on Bayou Grosse Tête, the Atchafalaya, and on Red River, at Alexandria and Shreveport.

The Louisville, New Orleans and Texas Railroad, competing at nearly all points on the east bank of the Mississippi, between New Orleans and Memphis, particularly at Baton Rouge, Port Hudson, Natchez, Arkansas City, Vicksburg, Greenville, and Memphis.

The railroad business at New Orleans has steadily advanced since the war, and its advance has been largely at the expense of the steam-boats. The following table shows the tons of freight handled by the roads for the past sixteen years:

Railroad business—Tons of freight handled at New Orleans.

Years.	Received.	Shipped.	Total handled.
	Tons.	*Tons.*	*Tons.*
1872–'73*	285,960	174,320	464,240
1879–'80	543,076	455,712	998,788
1880–'81	558,261	474,275	1,032,536
1881–'82	685,020	555,659	1,240,679
1882–'83	884,223	597,510	1,481,733
1883–'84	894,371	623,618	1,518,186
1884–'85	1,003,185	619,784	1,622,969
1885–'86	1,125,809	635,448	1,761,247
1886–'87	1,344,430	746,146	2,090,576

*For the railroad year ending June 30.

Up to 1882–'83, there were but three roads operating; in 1882–'83, four; 1883–'84, five, and in 1884–'85 six.

The advance has been steady and without a single set back. In fourteen years the railroads have quadrupled their business; in six years doubled it. The comparison of business by rail and river shows at what rate business had been diverted from the steamers to the railroads:

Railroad and River competition.

Years.	Value of receipts at New Orleans.	Receipts.	
		River.*	Rail and canal.*
1872–'73	$184,620,047	$144,168,477	$44,452,477
1873–'74	156,944,215	111,078,165	45,865,600
1874–'75	151,582,054	102,014,554	49,567,500
1875–'76	155,388,802	107,468,002	47,916,800
1876–'77	135,270,726	98,347,976	46,922,750
1877–'78	143,440,569	90,882,269	52,556,300
1878–'79	127,669,939	85,449,699	42,220,240
1879–'80	179,771,600	120,006,300	59,765,300
1880–'81	197,758,175	132,268,425	65,480,750
1881–'82	159,516,729	97,187,406	62,329,323
1882–'83	200,018,645	117,998,950	82,119,695
1883–'84	161,269,037	80,390,194	80,878,843
1884–'85	163,723,810	72,803,584	99,920,226
1885–'86	170,667,909	65,986,453	104,681,456
1886–'87	164,028,664	59,326,765	104,901,899

* Partly estimated.

There has been, so far, no check on the increasing business of the railroads at the expense of the steam-boats. The latter made various appeals to the public, reduced rates, etc., ran the boats on a cheaper basis, but without any effect whatever in the way of regaining this lost trade. The railroads pursued the policy of cutting rates to all river competing points and of establishing, wherever that promised well, tributary steam-boat lines.

The discussion of this question in Congress and the passage of the interstate-commerce act led many to believe that this law would have a marked effect on the river and rail competition.

The interstate-commerce bill had no permanent effect on either the railroad or river business. The first news of its passage aroused the hopes of the river men that another brilliant steam-boat epoch was about to open on the Lower Mississippi. Several of the railroads competing with the steam-boats, notably the Texas and Pacific, advanced freight rates from 25 to 100 per cent. the greatest increase being in pork, bacon, and Western produce. With rare exceptions the steam-boats made no changes in their rates. As they were still subject to the competition of other water craft, and as there were independent boats in nearly all the trades, an increase in rates was almost impossible. In one or two trades they were slightly advanced to the low-water figures, but they were soon afterwards put back to the old tariff. The temporary suspension of the fourth clause, in regard to the long and short haul, which was regarded as the most important in its relations to the steam-boats, interrupted any hopes that the river men may have formed, and a definite decision and explanation of the meaning of this clause was waited for before taking any action. A number of new steam-boats had been ordered by the owners of the packet lines from New Orleans, conditional upon such a decision by the Railroad Commission of the meaning of this fourth clause as would be favorable to the river interests. All the plans and specifications of these boats had been furnished, and the expectation was of a large increase in the river traffic the coming season.

The Railroad Commission sat in New Orleans in May to hear testimony relative to this clause, and as to the competition of the railroads and river. It also sat at Memphis and other points. At New Orleans the steam-boat men presented a strong petition against any suspension of the fourth clause.

The various commercial exchanges in New Orleans, the Cotton, Produce, and others, all sided with the views of the river men, and urged the strict enforcement of this disputed clause. In Memphis, on the other hand, the Merchants' Exchange presented a memorial asking for its suspension.

At both towns a vast mass of information was obtained as to railroad and river charges, competition, etc., both for and against the strict construction of this clause. Subsequently the Commission sat at Washington, and heard rebuttal testimony as to rail and river competition at New Orleans, Vicksburg, Memphis, and other river points.

During the short time that elapsed between the interstate-commerce law going into effect and the final ruling of the Commission on the long and short haul clause, the bill can not be said to have had any effect upon the river business between New Orleans and Memphis. It did, however, affect slightly that between New Orleans and Saint Louis, largely on account of its effect on the trunk lines from the latter city. There was a marked increase in the shipment of grain by river to New Orleans, and whereas scarcely any wheat had come down the river the previous season, many million bushels now took this route. The shipments up the river, both by steam-boat and barge, of freight received by ocean steamer from New York, instead of being sent by the all-rail route to Saint Louis, showed a large increase, and the up-river movement improved, both in the quantity and quality of freight carried, and included many manufactured articles which had previously gone by rail, such as dry goods, carpets, etc.

Whatever benefits the steam-boat men expected from a strict construction of the fourth clause of the interstate-commerce bill, which would prevent the railroads from cutting rates at river points, disappeared before the late ruling of the Commission, to the effect that the circumstances at these competing points were so dissimilar that the railroads were not prevented from charging less for the long than for the short haul. The orders that had been given for new steam-boats were at once rescinded, the hopes of the river men disappointed, and it is no exaggeration to say that steam-boat property fell in value.

Since this decision there had been up to October, 1887, little business on the river worth speaking about. The boats generally begin the season in September, when the rice crop is being harvested and hurried to market; then follow the cotton and sugar seasons. It was too early in October to tell whether the interstate-commerce bill, as finally interpreted by the commission, will exert any influence on river trade, and whether it will be better or worse than last year. It is not likely that the ruling will affect in any way the business on that portion of the river below Memphis, but it may have a beneficial effect on business between New Orleans and Saint Louis.

The following facts give some idea of the competition between rail and river at various points.

Shreveport-cotton competition between the Red River boats, Texas and Pacific Railroad, and Vicksburg, Shreveport and Pacific Railroad. The shipments from Shreveport are by—

	Per cent.
River	10
Texas and Pacific	45
Vicksburg, Shreveport and Pacific	39
Other routes	6

The Texas and Pacific claims to take 40 per cent. of all the trade at points where it comes into competition with the river route.

MEMPHIS.

Cotton shipments by river and rail to New Orleans.

Year.	River.	Rail.
1883–'84	54,614	77,252
1884–'85	40,085	97,187
1885–'86	18,819	89,939
1886–'87*	279	125,907

* For less than a year.

The New Orleans and Memphis trade, which had given employment in the past to a line of steamers, became so poor in 1886–'87 that no boats whatever were run in it. The railroad rate from Memphis to New Orleans has been $1 a bale, but on "through cotton" it was estimated by a member of the New Orleans Cotton Exchange to be under 65 cents.

The following table shows the inroads the railroads have made upon the cotton business, which is the largest element of New Orleans' commerce:

Receipts of cotton at New Orleans by river and rail in bales.

Years.	River.				Rail.					
	Mississippi River, etc.	Red River.	Ouachita River.	Arkansas River.	Illinois Central. (C., St. L. & N. O.).	Louisiana and Texas (Southern Pacific).	Louisville and Nashville.	Texas and Pacific.	New Orleans and Northeastern.	Louisville, New Orleans and Texas.
1873–'74	621,647	170,852	102,827	45,936	280,436	27,617	102,245	.....	.....	.....
1874–'75	511,437	146,435	70,072	22,136	243,302	24,755	138,016	.....	.....	.....
1875–'76	747,806	167,410	135,441	44,078	306,826	113,277	67,685	.....	.....	.....
1876–'77	649,902	147,554	73,762	10,721	300,418	110,543	84,245	.....	.....	.....
1877–'78	676,422	193,800	132,217	37,009	333,512	120,560	177,418	.....	.....	.....
1878–'79	617,259	145,119	119,941	17,057	275,518	74,123	177,280	.....	.....	.....
1879–'80	795,734	144,616	129,466	17,706	401,537	56,815	166,180	.....	.....	.....
1880–'81	799,915	186,587	152,167	24,205	423,210	72,298	199,409	.....	.....	.....
1881–'82	581,602	121,157	84,510	12,411	280,565	103,240	133,911	.....	.....	.....
1882–'83	598,499	193,456	154,661	16,833	427,110	141,285	223,894	144,867	.....	.....
1883–'84	629,162	104,039	96,775	2,096	328,896	114,982	169,494	140,198	78,466	27
1884–'85	551,476	54,726	73,134	.....	295,855	102,937	156,060	197,632	111,919	141,913
1885–'86	479,990	61,661	93,873	.....	314,219	172,544	173,944	223,898	130,091	295,267
1886–'87	285,426	55,128	62,266	.....	291,133	232,106	150,498	322,538	160,614	359,428
1878–'88*	218,757	10,196	10,088	.....	249,535	159,491	78,595	207,359	85,282	260.160

* From September 1, 1887, to January 1, 1888.

FREIGHT FERRIES ACROSS THE MISSISSIPPI.

What is the character and amount of the traffic across the Mississippi River between Memphis and the Gulf, and the facilities for traffic across it?

There are no bridges on the Lower Mississippi. A charter has been granted for one at Memphis, but nothing has been done yet in regard to it. At New Orleans the matter has been discussed and a bridge has been pronounced practicable by the leading engineers, among them Mr. James B. Eads, but no plan or suggestion has been made.

Between Memphis and New Orleans the following railroads reach the Mississippi from the west or east and make connection with roads on the other side, freight being transferred across the river in ferries:

ON THE WEST SIDE.

Saint Louis and Iron Mountain Railroad (Helena branch) and Arkansas Midland, at Helena.

Little Rock, Mississippi River and Texas (Arkansas Valley route), at Arkansas City.

Vicksburg, Shreveport and Pacific, at Delta, opposite Vicksburg.

Natchez and Texas, at Vidalia, opposite Natchez.

Texas and Pacific (Baton Rouge branch) and Louisiana Central (Baton Rouge and Grosse Tête road), at Port Allen, opposite Baton Rouge.

Texas and Pacific (main stem) and Southern Pacific, at Algiers and Gretna, opposite New Orleans.

ON THE EAST BANK.

Georgia Pacific, at Glendale, opposite Helena.

Louisville, New Orleans and Texas, at Huntington, opposite Arkansas City, and at Vicksburg.

Vicksburg and Meridian, at Vicksburg.

Natchez, Jackson and Columbus, at Natchez.

Louisville, New Orleans and Texas, at Baton Rouge.

Louisville and Nashville, Illinois Central, Cincinnati, New Orleans and Texas Pacific, and Louisvlle, New Orleans and Texas, at New Orleans.

All the roads on the west bank use ferries for carrying the freight from one side of the river to the other, those of the Texas and Pacific and Southern Pacific being among the largest boats upon the Mississippi, and carrying a whole train of cars at a time. The roads on the east bank make no such connection.

The business of the Helena branch of the Saint Louis and Iron Mountain road across the river is insignificant. The road is as yet mainly a tributary to the Mississippi, and but an infinitesimal proportion of the business handled by it goes across the river.

At Arkansas City, where the Little Rock, Mississippi River and Texas Railroad reaches the river on the west side, forming a connection, by means of a steam ferry, with the Louisville, New Orleans and Texas Railroad opposite, the business is large and increasing. By this route large amounts of cotton formerly shipped to New Orleans by way of the Arkansas River now comes direct by rail. Large quantities of Western produce, pork, etc., also come by this route via Little Rock. The receipts from the Arkansas Valley road now constitute a large share of the business brought into New Orleans by the Louisville, New Orleans and Texas line.

At Vicksburg, the Vicksburg, Shreveport and Pacific Railroad from Shreveport, crossing the Red, Ouachita, Macon, Tensas, and other streams of northern Louisiana tributary to the Mississippi, which still send large quantities of freight via the river, connects with the Vicksburgand Meridian and Louisville, New Orleans and Texas Railroads. This road, the Vicksburg, Shreveport and Pacific, formerly delivered a large proportion of the business to the boats, but this is now mainly transferred across the river to the railroads. The boats now give this road at Vicksburg or Delta 30,653 tons of freight, receiving in return 869 tons, the rest being ferried across the river. By this route large quantities of Western produce are brought down the river from Saint Louis and Cincinnati, and shipped by rail to interior points in north Louisiana and even in Texas.

The shipments across the river at Natchez are small. When boats are not running on the Tensas shipments are occasionally made by the Natchez and Texas Railroad, and cotton sent by this all-rail route South or East. The movement, however, is never of much moment.

The ferry business of the Texas and Pacific Railroad at Baton Rouge, formerly large, is insignificant to-day. The branch road was built at a time when Baton Rouge, the capital of Louisiana, was without any rail communication with New Orleans. Both towns are on the east bank of the river, whereas the railroad is on the west bank. To ship freight, therefore, from one point to another required two ferriages over the Mississippi.

The subsequent construction of a direct line between the two cities has obviated such an unnecessary and circuitous route.

At New Orleans two roads reach the river on the left or west bank, the Texas and Pacific and the Southern Pacific; and four on the right or east bank, the Louisville and Nashville, Louisville, New Orleans and Texas, Illinois Central, and Cincinnati, New Orleans and Texas Pacific. There is a large transfer business between these several roads which is steadily increasing; but the bulk of the freight being transferred across the river from the west to east is for consumption in New Orleans or shipment by ocean vessel to foreign or coastwise ports. The shipments from the east to the west-bound roads consist largely of articles sent through by rail from interior points to western Louisiana, Texas, and the Pacific.

The Southern Pacific Railroad, which does a majority of the railroad business entering the city from the West and leaving it in that direction, owns a line of steamers running between New Orleans and New York. The New York business never crosses the river. When a steamer of this line reaches "the Crescent City" it lands at the New Orleans landing of the company, unloads there the freight intended for city consumption, for the steam-boat and barge lines and for the railroad on the east bank; after which it is moved over to Algiers, the western suburb of New Orleans, where it discharges its cargo for Texas and California points. Similarly, on leaving New Orleans the boat is loaded with the cargo received from Western points, directly from the cars on the Algiers side of the river; and at New Orleans with the freight coming by the Eastern trunk lines. The California and Texas freight from the West destined for New York, and the New York freight destined for Texas and California is, therefore, not ferried over the river.

The following is the amount of freight ferried across the Mississippi River at points between Memphis and the Gulf:

Locality.	East to west.	West to east.
	Tons.	*Tons.*
Arkansas City	49,737	12,551
Vicksburg	18,452	26,578
Baton Rouge	3,197	2,218
New Orleans	300,436	147,320
Other points (Helena, Natchez, etc)	4,225	2,100
Total	376,047	190,767

Total ferried across the Mississippi, between Memphis and New Orleans, 566,814 tons.

Of the freight crossing the river at New Orleans, nearly three-fourths goes no further east by rail, but is stopped there simply for the purpose of exporting it.

Of the freight ferried across the Mississippi River between Memphis and the Gulf, the following are the most important items:

SENT EAST.

Articles.	Quantity.	Articles.	Quantity
	Tons.		*Tons.*
Cotton	128,520	Cottonseed	7,645
Sugar and molasses	54,630	Salt	7,320
Cattle, sheep, etc	34,440	Wool	4,200
Manufactured goods	30,200	Hides	2,870
Flour and grain	18,520	Miscellaneous	63,852
Lumber, shingles, and other forest products	15,750	Total	376,047
Rice	9,100		

SENT WEST.

Manufactured goods	85,220	Flour and grain	3,680
Coal	27,460	Lumber	1,020
Merchandise	21,420	Miscellaneous	33,531
Rails and railroad materials	10,236		
Vegetables	8,200	Total	190,167

Value of freight sent East	$42,131,540
Value of freight sent West	15,119,208
Total value of freight carried across the Mississippi	**57,250,748**

HELENA BRANCH OF SAINT LOUIS, IRON MOUNTAIN AND SOUTHERN RAILROAD.

Tonnage received from and delivered to boats and tonnage ferried across the river at Helena, Ark., during year 1886.

Months.	Received at Helena and destined to points up or down the river.	Received at Helena by boat and forwarded northward by Saint Louis, Iron Mountain and Southern Railroad.	Ferried across the river at Helena.	Total.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
January	.....	302,180	.....	302,180
February	655	89,100	.....	89,755
March	.....	.....	.....	.....
April	.....	.....	.....	.....
May	.....	.....	480	480
June	400	.....	.....	400
July	.....	.....	.....	.....
August	.....	.....	.....	.....
September	.....	.....	.....	.....
October	953,000	.....	.....	953,000
November	822,000	.....	280	822,280
December	512,000	.....	.....	512,000
Total	2,288,055	391,280	760	2,680,095

VICKSBURG AND MERIDIAN AND VICKSBURG, SHREVEPORT AND PACIFIC RAILROADS.

Amount of freight traffic between and at Vicksburg, Miss, and Delta, La., for the year ending December 31, 1886.

Months.	Crossing the Mississippi River—		Delivered to boats at—		Received from boats at—		From Vicksburg to—		From Delta, by Vicksburg, Shreveport and Pacific R. R., to—	
	West bound.	East bound.	Vicksburg.	Delta.	Vicksburg.	Delta.	New Orleans, by V. and M. and N. O. and N. E. R. R's.	Cincinnati, by V. and M. A., G. S. and C. S. R. R's.	Monroe.	Shreveport.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
Jan	2,384,586	2,060,163	61,929	1,554	617,911	667,460	738,879	1,553,520	256,984	251,310
Feb	1,640,454	2,028,284	87,366	3,807	813,125	950,696	249,435	1,322,329	609,494	27,550
Mar	2,275,937	941,987	72,966	329,503	5,695,140	3,132,077	807,162	706,456	653,916	1,334,959
Apr	8,711,508	689,955	49,001	28,687	5,917,535	3,125,775	120,172	1,014,058	413,860	1,699,516
May	1,108,642	16,260	76,987	4,084	9,189,251	599,839	1,070	368,834	72,175	284,585
June	1,961,891	226,791	104,000	18,198	6,439,741	2,778,307	92,705	337,009	548,073	1,059,101
July	3,437,318	684,246	67,225	1,170	1,891,108	2,131,225	43,991	155,042	791,895	298,794
Aug	4,536,950	1,766,463	189,753	4,984	2,363,919	1,935,610	3,125	505,228	389,135	308,590
Sept	4,352,998	674,794	168,305	3,407	1,807,000	2,370,622	15,886	390,072	387,380	863,870
Oct	6,361,627	1,878,040	95,040	11,474	1,925,491	2,109,990	111,063	1,467,877	525,640	425,349
Nov	9,129,592	2,228,270	98,726	4,469	1,964,798	2,392,681	532,854	3,362,782	584,694	723,364
Dec	7,153,974	3,709,311	232,480	561	87,022	399,940	1,606,536	3,444,603	138,175	2,720,258
Total	53,055,487	16,904,564	1,303,778	411,898	38,712,041	22,594,222	4,322,878	14,627,810	5,371,421	9,997,346

LOUISVILLE, NEW ORLEANS AND TEXAS RAILROAD.

Amount of freight handled at points where the railroad touches the river.

	Local.				Through.			
	From north.	From south.	To north.	To south.	From north.	From south.	To north.	To south.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
New Orleans	29,973,516	.....	.....	133,798,614	79,065,452	.....	.....	274,026,999
Vicksburg	9,535,747	6,981,780	7,335,392	17,011,721	9,583,766	86,156,475	16,750,122	54,180,064
Baton Rouge	7,459,485	5,821,367	1,467,245	1,775,161	2,136,271	6,735,359	4,892,088	7,895,450
Memphis	.....	63,395,115	66,695,402	.....	.....	151,911,347	58,987,115	.....
Greenville	1,839,097	3,935,702	6,341,257	9,389,688	4,470,808	2,238,604	3,818,492	8,991,212
Huntington	1,855,669	1,449,327	508,661	408,541	6,259,858	93,216,938	15,350,176	9,752,106

CHANGES AND FLUCTUATIONS IN RIVER BUSINESS.

Give a complete and historical sketch as to the volume and characteristics of the commerce of the river from the earliest period of its commercial development to the present time; the changes wrought in its commerce and the methods of conducting it as a result of the development of railway traffic, and the future of the river as a factor in the transportation problem of that section of the country, etc.

There are several eras, somewhat vaguely divided from each other in the commercial history of the Lower Mississippi:

1. The French and Spanish dominion, when the mouths of the river and a large portion of its course was controlled by France or Spain. It is only in the last few years of the Spanish dominion, when the American settlers had poured over into the Ohio valley, that the river trade attained any importance whatever.
2. The period of flat-boats and barges, extending from 1803, the year of the purchase of Louisiana, to 1816, when the steam-boat was an acknowledged success, not only in going down, but up stream against the current.
3. The early steam-boat period, 1816 to 1840, when the river found its first competitor for the traffic of the Mississippi Valley in the canals built westward from the Atlantic seaboard.
4. From 1840 to 1860, when the river route came into competition with railroads.
5. The war period of almost total suspension in river traffic.
6. The *post-bellum* period of active rivalry between river and rail.

These different eras are marked by changes in trade lines, and means of transportation, and by the vessels used in navigating the river; first, bark canoes, then pirogues, bateaus, barges, flat-boats, keels, and finally steam-boats.

THE FRENCH AND SPANISH DOMINION.

Although the early French settlements were made altogether on the Mississippi or its chief tributaries, like Red River and Bayou Lafourche, and travel from point to point was by the river, the Mississippi was of no importance whatever as a commercial factor. The great valley which to-day clothes and feeds so large a proportion of the world, was actually not self-supporting. The imports were larger than the exports, and but for the assistance given by the original grantee of Louisiana, Crozat, and afterwards by the French Government itself, the colony would have died out from actual starvation, the records noting no less than three serious famines.

The early mode of traveling on the river is described by Bienville in his exploration in 1699, which ascended nearly as high as Natchez. The Frenchmen used the ships' boats of the fleet, and canoes made of bark or hollowed from the trunks of trees, almost similar in style and build to those of the Indians.

He left a fair record of the topography of the river at the time, and has thus enabled the engineers of later days to note what changes have taken place in the channel of the river in the past two centuries. He himself was a witness of the beginning of the Pointe Coupée cut-off, and notices in his account of his first trip there, the river was trickling around a point just below the mouth of Red River.

At that day the Indians along the Lower Mississippi, the Houma's, Bayagoulas, Natchez, and Tensas, were dying off as fast as they could—they are all extinct to-day—and the river was as dead commercially as it is possible to conceive. The Indians carried

on no business or commerce whatever with each other; indeed on account of the overflowing of the banks, the settlements directly on the Mississippi were few, the aborigines seeking the highlands or mounds which are to be found here and there some miles back of the river. M. Bienville went for miles and days without seeing an Indian, but notices that the eastern bank of the river, near Baton Rouge, was crowded with buffaloes.

The subsequent explorations of the Mississippi and the selection of New Orleans as a location for the future capital of the colony were made in French men-of-war and yawls. The early colonists adopted the Indian bark canoe, which was exceedingly light and, even when freighted, easily handled. When any difficulty was encountered in the river, either in snags or on account of the current, or when it was found shorter to cut across a point rather than take the long circuitous trip around it, these boats were hauled out of the water, just as Bienville had done, and carried by the Indian or negro slaves until the river was reached again.

The settlement of Lower Louisiana, however, and the increasing demands of trade required vessels of a different character and greater carrying capacity than these canoes, and the pirogue—a vessel peculiar to Lower Louisiana—came into play to supply the need. The pirogue is simply a log canoe—a solid log of cypress or live-oak which has been cut out in the center, and is propelled by paddles rather than oars, worked first on one side and then on the other. It is astonishing how long this primitive boat continued in use. Pirogues, indeed, exist to this day in Louisiana, but only for hunting, never for commercial purposes. The modern pirogue is small and holds at best two men. The propeller of the vessel stands erect, using his paddle with skill and agility, for it requires but the slightest tilting of the boat to overturn it. The commercial pirogue of early Louisiana was generally somewhat larger, from 2 to 5 tons, and propelled by negro slaves, a mast and sail being occasionally used when the wind was favorable. In one of these as many as 20 bales of cotton or 30 barrels of molasses could be floated down to New Orleans, the light vessel being easily paddled back to the plantation. Although of the most primitive character, and the first craft used on the Mississippi, unless we except the bark canoe of the Indians, the pirogue survived in river commerce for over a century, and as late as 1830 a considerable amount of the produce of Louisiana reached the market in these log canoes.

Besides the pirogues, the river craft in use in these early days were the batteaux (French for boats), and various nondescripts. The batteaux were generally in use in the upper country, and meant for longer voyages than the pirogues. They were of rough plank, long in proportion to their breadth, and something in the shape of a coffin. They were never very popular on the Lower Mississippi, and died an early death, although even as late as 1825 an occasional batteaux reached New Orleans from some extreme point in the wild Indian country west of the Mississippi.

The French settled the Mississippi Valley both at its head and at its mouth about the same time. After Bienville had made his exploration of the Mississippi, but before New Orleans had been founded, or indeed dreamt of, they had made several settlements within the limits of Pennsylvania, Ohio, and Indiana.

FIRST SHIPMENT BY THE MISSISSIPPI.

The first shipment down the Mississippi was made in 1705, when the French *voyageurs* in the Indian country around the Wabash collected from the several hunting posts in that neighborhood some 10,000 deer and 5,000 bear skins and shipped them down the river. The experiment was a success, although the cargo had a long and dangerous voyage to make. The *voyageurs* traveled in their boats 1,400 miles without seeing a white man, through a country the population of which was mainly hostile. The trip was successfully made down the Ohio and Mississippi to the mouth of Bayou Manchac, which then opened into the river some 15 miles below Baton Rouge, but which has been closed to navigation since Jackson's day. Instead of going down the Mississippi to the mouth—there was no settlement below and no point at which the cargo could be loaded on ocean-going vessels—these early merchants went down Bayou Manchac and the Iberville River (now the Amite), thence through lakes Maurepas and Pontchartrain to the French settlements on Mississippi Sound at Biloxi (now Ocean Springs). From there the produce of the chase in Ohio and Indiana was sent to Mobile, whence it was shipped to France. It arrived there safely and the transaction proved a profitable one.

The *voyageurs*, however, who had made the long trip down the river never returned home, but settled in Louisiana. From the forests in Central Ohio these hides had been conveyed, mainly in open boats, some 1,400 miles by river and lake and 4,500 by sea, it taking more than half a year for them to reach their destination. This is the first reported commercial transaction on the Mississippi, and it is gratifying to know that it was a successful one to all those interested. It was the beginning of a trade that grew with years, and which, indeed, was the largest item of commerce at New Orleans for

many decades of its early history. By 1720, when the Illinois country, both on the Illinois and Mississippi Rivers, was settled by the pioneers from French Canada, the shipments down the river included some other articles besides those of the chase, and agricultural products were shipped by the Mississippi, mainly for use on the Gulf coast, which did not produce enough food for its support during the first half century of the colony's existence. A small amount of these food products was shipped to the West Indies.

The French Western Company, under Crozat, had been granted a monopoly of the trade of the Mississippi for twenty-five years, but this was so unprofitable that the company, after holding it for fifteen years and sinking a large amount in the experiment, surrendered its monopoly, and Louisiana, which then included the entire Mississippi Valley, became a crown colony. The total exports from the valley amounted at that time to $62,000, of which 65 per cent. were skins shipped from the upper river country. Under the French crown there was little improvement, and the colony was never self-supporting while in French possession, the Government being compelled to make good a large deficit each year.

EXPORTS FROM THE MISSISSIPPI VALLEY.

In 1763, when Louisiana was transferred to Spain, the total export trade of the colony was estimated as follows:

Indigo	$100, 000
Deer skins	80, 000
Lumber	50, 000
Naval stores	12, 000
Rice, peas, and beans	4, 000
Tallow	4, 000
Smuggled trade	54, 000
Total	304, 000

The deer-skins and tallow came from the upper country; the indigo was mainly from Louisiana; the naval stores were produced in the Mississippi Sound country, which, although a part of Louisiana at the time, is not within the limits of the Mississippi Valley.

Under the Spanish rule Louisiana rapidly advanced commercially. The importance of the Mississippi was beginning to be recognized, and the great powers of Europe soon became involved in a game of intrigue for its possession. The population of the Lower Mississippi country—what is now Louisiana—advanced rapidly and the commerce doubled every few years. For the first time in the history of the Mississippi large shipments were made up to the river, and it was through New Orleans and by the river route that the struggling American colonies received through the connivance of the Spanish Government the arms and gunpowder they needed so sorely in the Revolutionary war. The fur trade of New Orleans had reached a high figure by this time, some $100,000 a year, nearly all of it the produce of the trappers in the Northwestern forests. It was from the Mississippi Valley also that Cuba got much of its lumber and a majority of the boxes in which the sugar crop of the island was packed. By 1770 the commerce of New Orleans and the Mississippi Valley had increased to exports of $631,000 a year—mainly furs, skins, indigo, and lumber. New Orleans, which had possessed no commerce worth speaking about before and no merchants—the articles consumed in the colony being obtained mainly from the Government vessels and only so many ships being allowed to enter the river each year—begun to talk of trade and to complain that the British were engrossing the commerce of the Mississippi Valley. In 1778 the merchants of New Orleans, who had grown to be of some importance, were granted special privileges by the Spanish Government on account of the loyalty and courage shown by the Louisiana troops, who had, under Governor Galvez, captured Baton Rouge, Pensacola, and other important points, and driven the British out of West Florida. In return for their courage and loyalty, New Orleans was granted the privilege of sending each year so many ship-loads of goods to France instead of being compelled to ship all its products to Spanish ports.

This marks the opening of the Mississippi to the commerce of the world. Previous to this grant there was no freedom whatever. Under Crozat, under the French and afterwards under the Spanish, the trade was regulated and controlled by the government; the people were not allowed to ship where they wanted to or what they wanted, and no vessel of a foreign power, whether friendly or not, was allowed to enter the river for commercial purposes.

In the meanwhile a settlement was growing up on the Ohio and its tributaries that soon changed the future of the entire Mississippi Valley. When the United States became possessor of the Ohio basin as the legatee of Great Britain the total white popula-

tion of that vast region was only a few thousand, almost wholly of French origin, and engaged more in hunting than in agriculture. About the time that the Revolutionary war opened a new immigration set in from the English colonies on the Atlantic over the Alleghanies into the Valley of the Ohio. The story of Daniel Boone and the settlement of Kentucky, Tennessee, and Ohio has been told already in full. Within twenty years after the first white American was settled in the basin of the Ohio, its population was producing large surplus crops of all kinds and seeking for an outlet by which they could be shipped to market. During the Revolutionary war the United States had stationed an agent in New Orleans for the purchase of guns and ammunition for the Continental forces and their shipment up the river to Pittsburgh and thence overland to Philadelphia. In 1788 the settlers in Kentucky and Tennessee were shipping a large quantity of produce down the Mississippi; and several Philadelphia merchants found it profitable to establish themselves in New Orleans for the purpose of handling this trade, which amounted at that time to some $225,000 a year.

THE RIGHT OF DEPOSIT.

One of the first diplomatic acts of the young Republic was to secure greater facilities for its citizens settled in the Mississippi Valley in the shipment of their surplus crops. Nearly half the country lay in the basin of the Ohio or the Mississippi and dependent on "the Father of Waters" to reach the seaboard. No one at that time, save Washington and a few others, dreamed of sending goods over the Alleghanies by canals or other means; and it was deemed absolutely necessary for the prosperity of the great region lying between the Blue Ridge and the Mississippi that the river should be neutralized as the Suez Canal is to-day and the settlers on its upper tributaries allowed to ship their produce through it without paying toll to the country of Spain, which happened to own its mouth, just as has been done with the Danube. Negotiations to this end were begun with Spain, and in 1795 the treaty of peace between that power and the United States made the Mississippi free to the commerce of the western people, who were given for three years the right of deposit for their produce at New Orleans. If, at the end of three years, Spain desired to fix another place of deposit it was at liberty to do so.

The result of this treaty opening the Mississippi to the commerce of the Western Tertitories had the effect that might have been expected; and the river trade suddenly sprang forward with startling rapidity, and reached what was deemed in those days an immense figure.

It is interesting to note the traffic on it then, so as to see what advance there has been in the past hundred years.

The exports of New Orleans at the time were estimated by an expert, who made a careful examination of the matter, as:

Cotton (200,000 pounds)	$50, 000
Furs	100, 000
Boxes (for sugar, 200,000)	225, 000
Sugar (40,000,000 pounds)	320, 000
Indigo (100,000 pounds)	100, 000
Tobacco (200,000 pounds)	16, 000
Timber	50, 000
Rice (2,000 barrels)	50, 000
Western produce (flour, tobacco, etc.)	500, 000
Total	1, 421, 000

The furs came from the upper country; so did some of the cotton; the sugar, indigo, rice, and timber from the Spanish possessions in Louisiana; the rest from Kentucky and Ohio. In 1798 the receipts of produce from the American settlements on the Ohio reached $975,000, and were increasing some $300,000 a year with the new population pouring into the country. The three years during which New Orleans had been agreed on as the depot for Western produce, according to the treaty between Spain and the United States, had elapsed. The attention of the Spanish Government was called to this, and it was urged by the Kentuckians that if Spain desired to make a change, another point be selected; but nothing was done. It remained for the Spanish intendant, Morales, to interpret the treaty as meaning that with the lapse of these three years the Americans lost all right of deposit at New Orleans or any other point in the Spanish possessions, and that the Lower Mississippi was thus virtually closed to them. It was a fatal decision for Spain, and if Señor Morales had seen the consequence or understood the feeling that his action aroused in Kentucky, Ohio, and Tennessee, he would never have been guilty of it, for his decision lost Louisiana to his government. The neutrality and freedom of the Mississippi became at once the aim of American diplomacy, and the United States was

convinced that the stability of the Government and the commercial necessities of the West required the possession and control of the Mississippi. For the next four years the Mississippi problem and the purchase of Louisiana were the chief subjects of discussion in Congress, and American statesmen at home and abroad worked and intrigued zealously to prevent the Mississippi falling from the hands of a weak power like Spain into those of a strong one like England or France, both of whom had their eyes on this rich, fertile, and productive valley, whose wealth was just beginning to be recognized.

As for the Western people, the Kentuckians and Tennesseeans, they were wild with fury when they heard that their only outlet to market was closed to them by Morales's order. An expedition to New Orleans to capture the city and drive the Spanish out of the Mississippi Valley was seriously discussed. An account was taken of the men available for military service, who were estimated at 20,000, and the preliminary organization begun, when the President sent three regiments to the Ohio to prevent such a filibustering expedition, and assured the people that the matter would be settled by diplomacy. Petitions poured into Congress demanding that it take some action to open the Mississippi to the commerce of the Western Territories. The following, which is one of the petitions presented at the time, gives an idea of the Western sentiment on this subject:

Petition of the people of Kentucky to Congress, 1798.

"The Mississippi is ours by the law of nature; it belongs to us by our numbers and by the labor which we have bestowed upon these spots, which before our arrival were desert and barren. Our innumerable rivers swell it and flow with it into the Gulf of Mexico. Its mouth is the only issue which nature has given to our waters, and we wish to use it for our vessels. We do not prevent the Spanish and French from ascending the river to our towns and villages. We wish, in our turn, to descend it without any interruption to its mouth, to ascend it again, and to exercise our privilege of trading on it and navigating it at our pleasure. If our most entire liberty in this matter is disputed, nothing will prevent our taking possession of the capital (of Louisiana), and when we are once masters of it, we will know how to maintain ourselves there. If Congress refuses us effectual protection, if it forsakes us, we will adopt the measures which our safety requires, even if they endanger the peace of the Union and our connection with the other States. No protection, no allegiance."

There is no doubt that this threat of secession was very popular among some of the pioneers of the West. It must be remembered that the Federal Union was less than ten years old; that the settlers along the Ohio were cut off from the Atlantic sea-coast by mountains through which no roads of any kind ran; that their sole dependence was the Mississippi, and their crops were of no value without the use of that stream.

The Government recognized the justice of these plaints, and Mr. Madison himself, while Secretary of State, in writing to the American minister at Madrid, said of the Western people:

"The Mississippi River to them is everything—it is the Hudson, the Delaware, the Potomac, and all the navigable waters of the Atlantic States formed into one stream."

In the mean while this embargo had caused considerable trouble in New Orleans, where it threatened to create a famine. The lower river country, as to-day, raised articles like indigo, sugar, and cotton, mainly for export, and not enough provisions for the supply of the population. As a consequence of the stoppage of the shipments from the Ohio, there was a dearth of flour and other Western produce in New Orleans.

The discussion over the trade of the Mississippi found its way into Congress, and served as the chief subject of debate.

Mr. Ross, of Pennsylvania, representing the Western element, offered the following resolution:

"*Resolved*, That we have an indisputable right to the free navigation of the river Mississippi and to a convenient place of deposit for the produce of the country and its merchandise in the island of Orleans.

"*Resolved*, That the President be authorized to take immediate possession of the country and to call into service the militia of the Western States."

The difficulty was finally definitely settled by the action of President Jefferson in purchasing Louisiana; and in 1803 the people of the Western States were satisfied by having the Mississippi not only thrown open to them, but actually belonging to the United States of America.

SHIPMENTS FROM THE OHIO.

The increase that had taken place in the population of the Upper Mississippi Valley in two decades is well shown in the shipments from that region to New Orleans during this period of contention.

These shipments were, for 1801, for the districts of Kentucky and Mississippi alone $1,626,672, and for all the American possessions $2,111,672.

In 1802 the shipments from Kentucky alone were $1,182,864, and for the Ohio Valley and that portion of the Mississippi basin possessed by the United States—all from Bayou Manchac up—including all Mississippi and portions of Louisiana and Tennessee, $2,637,564.

Adding what is known of the products of Louisiana, the commerce of the Lower Mississippi Valley, that is the shipments down the Mississippi toward New Orleans, either for consumption in the lower river country or for export, was in the first two years of the present century as follows:

	Value of exports by river.	
	1801.	1802.
American territories:		
Pennsylvania and territory northwest of Ohio	$485,000	$700,000
Kentucky and Tennessee and Mississippi	1,626,672	1,522,064
Mississippi territory	.....	412,500
Spanish possessions:		
Upper Louisiana	115,000	120,000
Lower Louisiana	1,422,650	1,720,800
Total	3,649,322	4,475,364

There are no records of the shipments up the river, but they were small as compared with the down trade, except for the country immediately around New Orleans. The imports at that city about equaled the exports of the Spanish possessions, and included such manufactured articles as could not be obtained in the colony. These were brought to New Orleans from France and Spain, and distributed among the towns and planters by barges, pirogues and plantation boats. Less than 10 per cent. of the imports found their way above Red River.

The shipments from New Orleans consisted of the following articles: 34,500 bales of cotton of an average weight of 300 pounds each, a much smaller bale than to-day; 4,500 hogsheads of sugar of 1,000 pounds each; 800 casks of molasses of 125 gallons each, equal to 2,000 of the barrels used to-day in shipping molasses; 4,000 casks of tafia or rum made from Louisiana molasses, each of 50 gallons; 3,000 pounds of indigo, the cultivation of which had proved a failure in Louisiana, and which was rapidly giving place to sugar; lumber and boxes to the value of $300,000; peltries and skins to the value of $120,000; rice and other miscellanous products to the value of $80,000.

These were the products of Louisiana.

Among the chief articles of Western produce received from the American territory were: 50,000 barrels of flour; 2,000 barrels of pork; 1,200 barrels of beef; 2,400 hogsheads of tobacco; 25,000 bushels of corn. Besides, there were butter, hams, meal, lard, beans, hides, staves, and cordage.

From Pennsylvania, and, indeed, from some portions of Western New York, the woodsman or pioneer of that era loaded his flat-boat with the products of the season and began his voyage down the river to New Orleans. It was a trip of months of danger and exposure, for at least nine-tenths of the distance was wholly uninhabited by whites, and the Indians through all the river country were sullen and hostile. The Ohio Falls were passed with difficulty—generally during the high water—pilots being specially employed for this portion of the route. In the Mississippi itself were snags and dangers innumerable. When New Orleans was reached the produce was sold for, say, $2,000 to $3,000, which was about the average value of a cargo. In the earlier days the land route was seldom followed home, as the Indians held all northern Mississippi; but later this trail was popular, and the flat-boat man returned home across Lake Pontchartrain and thence northward through Nashville—a trail marked to this day. In the first years of the century, however, he generally went by sea to some of the American cities on the Atlantic coast, Baltimore and Philadelphia being the favorites, laid in a supply of calicoes and other manufactured goods there, and got home six months after his departure, just in time to plant another crop.

VESSELS EMPLOYED IN RIVER TRADE.

The vessels employed in the river trade had changed considerably during this period of development, and the rude pirogues and bateaux of the early French settlers had given

place to the flat-boat or Kentucky boat and barge, and afterward to the keel-boats of the Americans. The flat-boat of that day was a small affair, not one-tenth the size it attained half a century later. It averaged nearly 30 tons, and made the trip from Louisville or Cincinnati to New Orleans in 60 days. The professional flat-boat men made but three or four trips a year, selling not only their produce in New Orleans, but their boats as well, when they were broken up for lumber. The cheapness of this means of transportation—for the building of one of these boats cost but $20—made it admirably adapted to the condition of the country at the time. The flat-boat men, after selling out his cargo and boat in New Orleans, and probably having a spree there, returned home by way of Philadelphia, or, at a later day, tramped overland with what money he had left strapped around his waist.

The first boats were built in the Mississippi Valley in 1787, near Pittsburgh, when 30 bateaux, 40 feet long by 9 wide, were constructed for the Government for the transportation of troops and provisions. In 1794 the Government assumed the carriage of the mails between Wheeling and Cincinnati, and for that purpose a line of mail-boats was established, connecting at several points and exchanging mails. These were 24 feet long, built after the manner of a whale-boat and manned by four oarsmen and a coxswain. In going down stream these boats traveled 60 miles a day, but when rowing against the current they made but 30 miles. For cooking and sleeping the mail-boat generally landed at some point off an island where there was less danger of an attack by the Indians, and here the crew made themselves as comfortable as they could under the circumstances. There were four stations between Wheeling and Cincinnati, where the boats met and exchanged mails, the distance between them being accomplished in seven days, up and down, thus requiring twelve days to make the trip up and six down between the two towns. These boats were frequently attacked by the Indians, then dwelling in considerable numbers on the banks of the Ohio, but as the men always went armed and were good shots, the Indians were driven off. This system of transporting the mails was in use until 1798, when improved boats were employed.

The trade of the Lower Mississippi, as will be seen, went almost wholly down stream. There were some few light shipments up the river from New Orleans, but the bulk of the manufactured goods and supplies needed by the settlers on the Ohio were obtained, not through New Orleans, but in the American cities on the Atlantic.

To carry the produce brought from the Western States away from New Orleans there arrived at that port during the year 1802, the last but one of Spanish dominion, 265 vessels of an aggregate of 31,241 tons. These vessels, it is needless to say, were generally small sloops and schooners, the average being under 118 tons each, which would be looked on with contempt to-day. Yet it is gratifying to note that, although the government of Louisiana was in the hands of a European power, alien to the population, not only the Kentuckians, but the Louisiana creoles as well, the outward trade of New Orleans was in the hands of the American merchant marine. Of the vessels arriving there 158 were American, 104 Spanish, and 3 French. The departures for the same year were 258 vessels of 23,725 tons, of which 170 were American, 97 Spanish, and 1 French.

The next year, during which French and Spanish rule came to an end in the Mississippi Valley, saw still greater improvement, the total tonnage entering New Orleans being 42,817 tons, and all of the vessels being filled with Western and Louisiana produce.

The down commerce of the Mississippi during the three first years of the century and the last of European control over the mouth of the great river, was as follows:

Year.	Freight received.	Value of products received.
	Tons.	
1801	38,325	$3,649,322
1802	45,906	4,475,364
1803	49,660	4,720,015

In the latter part of 1803 an event occurred which was destined to completely change the political and commercial future of the Mississippi Valley, and with it the whole history of the river changes.

THE PURCHASE OF LOUISIANA.

On Monday, December 20, 1803, Mr. Laussat, the French commissioner, turned over the province of Louisiana to the American representatives; and the United States became the owner of the entire Mississippi Valley, of which it had formerly possessed

barely a third. The news brought satisfaction everywhere in America. At the last moment the European powers recognized the importance of Louisiana, and the possession of the Mississippi. Napoleon, who arranged the sale for France, expressed great regret that he had to surrender its possession, and predicted that it would make the United States one of the leading powers of the world.

In this country the sentiment which seemed strongest was rejoicing, not over the possession of the land so much as of the Mississippi, the control of its navigation and its outlet. To the western people this was everything. With the millions of acres of public land then owned by the Government, there was no need, and indeed no desire for additional territory. What the people of the West wanted was the Mississippi. Without its possession the settlement and advance of the great interior country must have been slow until some outlet was found to the Atlantic sea-board. With it there was no limit to its development.

President Jefferson himself took the western view of the importance of the Mississippi, and thought its control would change the industrial and commercial condition of this country if not of the whole world. His prediction as to New Orleans, as the port of the Mississippi Valley, was credited by the merchants of that city for years; and indeed it might have proved true but for the discovery of railroads. Writing to his newly appointed governor of Louisiana, Claiborne, the President prophesied as follows:

"New Orleans will be forever, as it is now, the mighty mart of the merchandise brought from more than a thousand rivers, unless prevented by some accident in human affairs. This rapidly increasing city will, in no distant time, leave the emporia of the Eastern World far behind. With Boston, Baltimore, New York, and Philadelphia on the left; Mexico on the right; Havanna in front, and the immense valley of the Mississippi in the rear, no such position for the accumulation and perpetuity of wealth and power ever existed."

If this prediction has not been fully realized in the eighty-odd years that have since passed it must be attributed to that accident which Mr. Jefferson foresaw.

The receipts of produce by the river showed less increase during the first four years of the American dominion than was to be expected.

1804	$4,275,000
1805	4,371,545
1806	4,937,323
1807	5,370,555

The arrivals of sea-going vessels during the latter year were 314, and the departures 350, with a tonnage of 43,220. The keel boats and barges arriving numbered 340, and the departures 11. The flatboat arrivals were estimated at 1,500 but this is probably an exaggeration. Besides these there were in use on the river ocean scows, pirogues, skiffs, and floating lumber rafts.

FLAT-BOATS AND KEEL-BOATS.

The Kentucky boat of that day, in which much of the produce was carried to market, was nicknamed an ark, and the title was most appropriate, as in shape it was much like the ark seen in children's toys. Large oars or paddles were used, not to control or propel the boat, but to partially direct its course. These arks encountered many dangers and difficulties in their trips down the river, and the calculation is that at least one-fourth of them were lost en route. Above the mouth of the Arkansas, where the navigation of the river was worst, and where snags were plentiful, the arks were tied to the shore each night. In the lower river, however, where it was free from obstructions, they floated down as well by night as by day. The large oars were used mainly to keep them clear of the snags and sawyers.

For the transportation of freight up-stream various kinds of boats were used, but none of them can be said to have proved successful, and the tonnage up was barely 10 per cent. of that floating down. The system of rowing up the river and against the current was tried. It was slow, tedious, and expensive. The boats coasted along the shore so as to avoid the full force of the current; but it required one oarsman for every 3,000 pounds of freight, and the work was so tiresome that the men rested every hour. To travel from 14 to 30 miles a day was considered very good work. The river was crossed at the lower end of each bend, and in the crossing the current carried the boat down a half a mile or so. It is said by old boatmen that they were compelled to cross the Mississippi 390 times between New Orleans and Saint Louis. On some of the tributaries of the Mississippi, however, where the current was not so strong, as, for instance, the Ohio, a considerable traffic was carried on up-stream, no less than fifty boats of a tonnage of 30 tons each trafficking between Pittsburgh and Cincinnati and making six trips a year.

The keel-boat was of a long, slender, and elegant form, and generally carried from 15 to 30 tons. Its advantage lay in its small draught of water and in the lightness of its construction. Its propelling power was by oar, sail, setting poles, the cordelle; and when the water was high and the boats ran on the margin of the river, "bushwhacking," or pulling up-stream by the bushes.

The scow was used as a boat of descent for families traveling down the river for settlement, and had a roof or a covering for it. These boats were frequently known as "sheds" in the vernacular. The Alleghany or Mackinaw skiff was a covered skiff carrying from 6 to 10 tons, and much used in the Illinois trade and the upper Mississippi and Missouri. Pirogues were sometimes hollowed from one very large tree or made from the trunks of two trees united and fitted with a plank run. They carried from 1 to 5 tons. There were common skiffs, canoes, and dug-outs for the convenience of crossing the rivers, and a select company of a few travelers often descended in them to New Orleans. Besides these were a number of anomalous water craft that can scarcely be reduced to any class, used as boats of passage or descent, such as flat-boats worked by a wheel driven by cattle being conveyed to the New Orleans market. There were horse-boats of various constructions, used for the most part for ferry-boats, but sometimes as boats of ascent. Two keel-boats were connected by a platform. A pen in the center held the horses, which by a circular movement propelled the wheel. The United States troops frequently ascended the river by boats propelled by tread-wheel, and more than once a boat moved rapidly up-stream by wheel, after steam-boat construction, propelled by a man turning a crank.

But the boats of passage and conveyance most in fashion were the keel-boats and the flats. The flat-boats were called, in the vernacular, Kentucky flats or broad-beams. They were simply an oblong ark, with a roof slightly curved to shed the rain, about 15 feet wide and from 50 to 100 feet long. The timbers of the bottom were massive beams, and they were intended to be of great strength and to carry from 200 to 400 barrels. Great numbers of horses, hogs, and cattle were conveyed to market in them. Family boats of this description, for the descent of families to the lower country, were fitted up comfortably with apartments, and in them ladies, servants, cattle, horses, sheep, dogs, and poultry, all floating in the same bottom and under the same roof, were carried down the river. The largest barges, which were the best boats of these days, resembled a modern canal-boat in appearance. At the stern was the poop-deck, which covered the cabin, and a stand for the patron or captain at the tiller-head. There were two high masts and either hermaphrodite brig or schooner sail rigging. When the barge traveled up river it carried a large crew of from 30 to 40 men, who propelled it against the current, by the use of warnifs, anchors, and cordelles, at the rate of 15 miles a day, using canvas when the wind was fair. The 1,200 miles from New Orleans to the mouth of the Ohio were made in 100 days, and when a barge made it in 96 days it was regarded as very quick time. The price of up freight was 6 and afterwards 5 cents a pound, and there was not much profit in it at these figures. These barges were owned at the Ohio River towns, mainly at Pittsburgh, Wheeling, Marietta, Maysville, Cincinnati, and Louisville. At Marietta several sea-going vessels were built and floated down the river to the Gulf of Mexico.

The flat-boat men were generally Kentuckians or Tennesseeans, and they became to the Louisiana Creoles the type of an American, so that "Kaintock" (Kentuckian) was used as a synonym for American among the native population. They were a sturdy race of men, of splendid physique, indomitable energy and courage, somewhat wild, and ready for a spree when they reached New Orleans.

In those days just above the corporation limits of the town of New Orleans, where land has since formed, and where the wholesale trade of the city is principally carried on, the fleets of barges and flat-boats from the West moored and unloaded or retailed their contents at the water's edge. Farther down and immediately abreast of the town. between the upper limits and the Place d'Armes (now Jackson Square), at what is the sugar and ship landings of to-day, lay the shipping, averaging some 20 or more vessels of from 100 to 200 tons each.

THE TRADE OF THE MISSISSIPPI.

The Western people who shipped their produce down the river via New Orleans had many complaints to make against the tolls and charges at that city, and found that they did not enjoy all those advantages from the possession of the Mississippi which they had expected.

The matter found its way into Congress, where Mr. Poindexter, of the Committee on Ways and Means, inquired into the expediency of prohibiting by law in "the corporation of the city of New Orleans from exacting any tax or duty on vessels, boats, or other craft descending the river Mississippi having on board articles the growth or manufacture of the United States, or such articles of foreign growth or manufacture as have been regularly imported

into the United States." The resolution was carried and the city of New Orleans prohibited from exacting these tolls. A couple of years afterward the legislature of Louisiana, with the same idea that the State had some control of the Mississippi because it lay within Louisiana territory, attempted to give a monopoly of the steam transportation of the river to a company, in which it also was defeated by a ruling of the Supreme Court.

The Western produce trade had grown each year to be a large proportion of the total commerce of New Orleans.

Between October 5, 1810, and May 5, 1811, there passed the Ohio Falls bound down stream to New Orleans, 847 vessels of one kind and another, mainly flat-boats, and the number passing during the season is calculated at 1,200, with the following cargoes:

Articles.	Quantity.	Articles.	Quantity.
Flour.....barrels...	206,855	Butter.....pounds...	41,151
Bacon.....pounds...	1,008,026	Lard.....do.....	775,692
Whisky.....barrels...	15,797	Onions.....barrels...	364
Cider.....do.....	4,193	Potatoes.....do.....	3,019
Pork.....do.....	22,602	Hemp.....cwt...	1,050,492
Apples.....do.....	4,200	Dried fruit.....barrels...	442
Oats.....do.....	6,700	Yarn and cordage.....pounds...	189,020
Corn.....bushels...	79,795	Fowls.....number...	2,012,224
Merchandise.....	$592,640	Shoe thread.....pounds...	4,320
Cheese.....boxes...	8,569	Country linen.....do.....	13,066
Beans.....barrels...	1,010	Horses.....	489
Lumber.....feet...	2,325,210	Beer.....barrels...	459
Live hogs.....number....	1,513	Tobacco.....hogsheads...	3,891
Cider, royal.....barrels...	2,250		

These statistics, which were taken by the pilots engaged in piloting the vessels over the Ohio Falls, for three-fifths of the vessels passing that point of danger, and estimated for the remainder, which went over the falls during extreme high-water without a pilot, are in some respects more complete than many made afterwards when statistics of the river trade were much more carefully collected, for the later figures kept no record of the number of fowls, horses, etc., sent down the river.

The list of articles now sent to market gives some idea of the advance and development that has taken place on the Lower Mississsppi with the advent of American rule.

THE STEAM-BOAT.

The result of the transfer of Louisiana to the United States had been to greatly increase the population of the Mississippi Valley, as well as its trade; it was destined to still further change its condition by that great invention of American genius, the use of steam as a means of moving vessels in water. Fulton had tried this with success on the Hudson, and aimed to experiment with it on that greater river, the Mississippi. Great doubts were expressed as to the possibility of navigating it, on account of the velocity of the current, the many eddies and whirlpools, the danger from snags and other obstructions. An agent, Nicholas Roosevelt, was accordingly sent ahead to make a preliminary survey of the river between Pittsburgh and New Orleans, to find whether the obstructions were of a serious character, such as were likely to prevent the passage of a small steamer. He reported that there was nothing to prevent the trip. *The Orleans*, or *New Orleans*, which was under construction at Pittsburgh, was accordingly completed and made ready for the trip in the latter part of 1811. In this first steam-boat the idea of marine architecture was preserved. She was built after the model of a ship, with port-holes on the side, had a long bowsprit, and was painted sky-blue. Her cabin was in the hold.

The steam-boat men of the Mississippi still delight to tell the story of this first cruise of a steamer down the "Father of Waters." The *New Orleans* was built at Pittsburgh in 1811, at a cost of $38,000; was 116 feet long and 20 feet beam, with a 34-inch cylinder, and was a stern-wheeler. The trip commenced in September, with Roosevelt as superintendent, Mrs. Roosevelt—it was regarded as a very hazardous journey for a woman—the captain, engineer, pilot, and a crew of six. All Pittsburgh turned out to bid the boat *bon voyage*, and when it reached Cincinnati on the second night and cast anchor there—for there were no wharf-boats or regular landing then—she was welcomed by the entire population. The *New Orleans* reached Louisville, October 1, when it was found that she could not safely descend the Ohio Falls, as the water was too low. She accordingly returned to Cincinnati, thereby proving that she could go up stream as well as down. In November, the river having risen, the *New Orleans* safely crossed the falls.

She entered the Mississippi just about the time of the New Madrid earthquake, and arrived at Natchez in December, where she took on her first freight and passengers—she had been built for the Natchez and New Orleans trade—and arrived at New Orleans on the day before Christmas, 1811. The *New Orleans* at once regularly entered the Natchez trade, and, until she was sunk by striking a snag in the winter of 1814, ran regularly between the two places, making a great deal of money for her owners. On her first year's business she cleared $20,000 net—not bad on an investment of $38,000. Natchez at that time was the great depot on the Mississippi for the overland trade from the North and East.

In Kramer's Almanac in 1813 is given a letter describing a trip up the river on the *New Orleans*, in which it is said:

"The present boat does business to real advantage, and is owned by Fulton & Livingston, of New York. She performs a regular route from Natchez to New Orleans in three days, and returns in four. The passage descending is $18, and ascending $25. I descended in the boat in March, 1812, in thirty-two hours."

The first experiment with steam in the navigation of the Western rivers created surprise and excitement, but it did not give complete satisfaction. The truth is that it was neither a perfect success, nor yet a failure. The growing commerce of the river demanded something better than the flat-boats and barges, and the merchants and mechanics of the valley having the necessary means and animated by the spirit of enterprise, did not hesitate to continue to experiment in the hope of finally solving the problem of steam navigation up the Mississippi and its tributaries. The experimental period lasted for five years. In that time nine expensive steam-boats were built, and while each succeeding boat was a decided advance on that which preceded it, defects and improvements being suggested by practical experience, steam navigation was not regarded as an assured success until 1817, when the steam-boat *Washington* made the trip from New Orleans to Louisville in twenty-five days. The trouble all along had been to stem the current successfully, and this trouble the indomitable pluck and energy of the merchants and the skill of the mechanics finally accomplished. With 1817, therefore, may be said to begin the era of successful steam navigation on the Mississippi.

The difficulty of vessels stemming the current of the river induced those who were interested in steam navigation to suggest a system of relays such as Fulton and Livingston had originally designed, the river being divided up into sections. Then one boat was to run from Pittsburgh to Cincinnati, another from Cincinnati to Louisville, a third from Louisville to Smithland, a fourth from Smithland to Natchez, and another from Natchez to New Orleans, the passengers and freight to be transferred at each point. This ingenious plan of continually loading and unloading was never carried out, for before it had been perfected the problem of stemming the current was solved. The *Washington*, to which this solution is due, was the sixth boat built on the Mississippi River. She was a high-pressure steamer, with four single-flue boilers, and was built at Wheeling in 1816. She left there July 5 and arrived in New Orleans October 17, 1816. It was on her return trip to Louisville that she demonstrated very clearly the possibility of ascending the river with steam. The trip of the *Washington* to Louisville was by far the most rapid made, up to that day. The following is her record: Left New Orleans, March 24; reached Natchez, March 29; reached mouth of Arkansas River, April 5; reached Chickasaw Bluff (Memphis), April 7; reached New Madrid, April 10; reached mouth of Ohio River, April 11; reached Falls of Ohio (Louisville), April 17.

The trip of the *Washington* established another point of the very greatest advantage to the river country—that the Mississippi was the heritage of the people and could not be monopolized by any one. A company had been formed at the head of which were Fulton and Livingston, who had made the first experiments with steam on the Ohio and Mississippi. This company obtained from the Louisiana legislature an act giving them the exclusive right of navigating the waters of Louisiana with steam-vessels for fourteen years, with the privilege of renewing their charter at the end of that time. Any one violating this monopoly was subject to a fine of $500. The company owned the *Ætna*, *Vesuvius*, and *Orleans*, and had arranged for a system of transfers at Louisville. The trip of the *Washington* to New Orleans was in defiance of this law, and that steam-boat was accordingly seized when she arrived at "the Crescent City." The United States court swept away the monopoly, declared that the river was the heritage of the whole people, that the State of Louisiana could not control it and give its navigation to any company or monopoly. This decision naturally gave a great impetus to steam-boat building, and the next few years saw all the Ohio towns turning out steam-boats.

In the mean while, however, several other steam-boats had been built. The *Comet* was constructed at Pittsburgh in 1813, 52 feet long and 8 feet beam, with 50 to 60 pounds of steam per inch, and 20 to 30 strokes a minute. At the end of 1813, there were, according to Kramer's Almanac, eleven steam-boats in the whole country, three building about Pittsburgh to complete the line between that town and New Orleans, and one small

boat to carry wheat and corn on the Monongahela. The closing career of the *New Orleans* was in carrying re-enforcements and munitions to Jackson's army, just before the battle of New Orleans. In 1814, three years after her construction, the *New Orleans* was sunk by a snag. She was tied to the bank at night. The river fell, and in the morning, it was found that the boat was snagged.

Following the *Comet* came the *Vesuvius*, built at Pittsburgh in April, 1814, by Robert Fulton. She was of 480 tons burden, and made the trip to Louisville, 767 miles, in sixty-seven hours, from Louisville to Natchez in one hundred and twenty-five hours, and from Natchez to New Orleans in thirty-three, making the whole distance in two hundred and twenty-seven hours, or 9½ miles an hour, not bad speed when the circumstances are considered. The *Vesuvius* also figured at the battle of New Orleans.

In 1814 the fourth steam-boat on the Mississippi, the *Enterprise*, was built at Brownsville, reaching New Orleans the latter part of December, just in time to be pressed into service at the battle of New Orleans. The *Enterprise* was the first boat to reach Cincinnati from New Orleans, getting there in 1815, in twenty-eight days. She was a small vessel of only 35 tons. Some idea of the times is given by the fact, that the price of passage on this boat from New Orleans to Cincinnati was $130, and from Cincinnati to Pittsburgh $30.

The following is the order in which the original steam-boats landed at the port of New Orleans, taken from an old wharfage book in the archives of the city:

New Orleans, January 12, 1812, Captain Baker.
Vesuvius, May 16, 1814, Capt. John De Hart.
Enterprise, December 14, 1814, Capt. H. M. Shreve.
Etna, April 24, 1815, Capt. R. De Hart.
Dispatch, February 13, 1816.
General Pike, October 2, 1816, Capt. Benjamin Booth.
Washington, October 7, 1816, Capt. Henry M. Shreve.
Franklin, February 10, 1817, Capt. E. Young.
Constitution, April 17, 1817, Capt. R. P. Guiard.
Harriett, May 6, 1817, Capt. I. Armitage.
Buffalo, May 6, 1817, Capt. S. Clough.
Kentucky, November 14, 1817, Capt. B. Bosworth.
James Monroe, November 26, 1817, Capt. J. A. Palfrey.
George Madison, January 1, 1818, Capt. J. A. Holton.
Vesta, January 24, 1818, Capt. J. Shackleford.
Governor Shelby, March 23, 1818, Capt. John T. Gray.
General Jackson, April 1, 1818, Capt. D. Whiting.
Cincinnati, May 23, 1818, Capt. C. Paxon.
Ohio, June 9, 1818, Capt. H. M. Shreve.
Napoleon, June 19, 1818, Capt. J. Gregg.
Eagle, June 19, 1818, Capt. N. Berthoud.

RIVER TRAFFIC.

The river traffic of 1814 shows that the steam-boats had so far made but little impression. Transportation by steam-boat was still an experiment. There arrived at New Orleans that year:

	Number.	Tonnage.
Flatboats	598	88,350
Barges	324	
Steam-boats	21	2,098

These steam-boats were three in number, the *New Orleans*, *Vesuvius*, and *Enterprise*. The steam-boat tonnage of New Orleans was but little over 2 per cent. of the total.

The sea-going vessels, leaving New Orleans that year, numbered 351, of 81,180 tons, as follows: Ships, 188; brigs, 95; schooners, 52.

The principal products received from the interior were as follows:

Articles.	Quantity.	Articles.	Quantity.
Cotton.....bales...	58,220	Pork.....barrels...	7,226
Corn.....bushels...	116,872	Rice.....do.....	7,500
Flour.....barrels...	73,820	Tafia.....gallons...	142,800
Sugar.....hogsheads...	11,640	Tobacco.....hogsheads...	6,210
Molasses.....gallons...	482,500	Whisky.....barrels...	16,200

In 1815 still another steamer, the *Buffalo*, was built at Pittsburgh, which Livingston and Fulton proposed to run to the Falls of the Ohio, where she could connect with their large steamer *Vesuvius*, from New Orleans.

A curious fact, in regard to the river and its tributaries at this time, is, that the navigable streams are estimated as of so much greater extent than to-day. Notwithstanding the fact that the Federal Government has been at work improving many of them, the mileage considered opened to navigation in the year 1816 was much greater then, than now. In a book published at this time the total extent of rivers tributary to the Mississippi, entirely within the area of Louisiana, is estimated at 5,762 miles, double what it is to-day. Indiana is put down for 2,487 miles of tributary streams, Illinois 3,094, Kentucky 2,487, and Mississippi 2,902, a total for these five States of 13,732 miles of navigation, whereas, they are estimated to-day, as possessing only 7,650 miles. Streams never used by vessels now were then regarded as navigable because, during certain seasons of high water they were able to float flatboats out to the main river, the produce being thus carried to market.

The return trade, that is a supply of the articles of European make, still came principally by way of the East from New York, Philadelphia, and Baltimore overland from Pittsburgh. Nor did the discovery of steam as a motive power for river boats cause much change. New Orleans increased its shipments up the river when a better means of stemming the current was discovered, but the bulk of its shipments were cheap and heavy products. The Southern States received supplies of Western produce, pork, grain, flour, etc.; the Western towns, like Cincinnati and Saint Louis, coffee, sugar, etc. The trade in dress goods, and the finer manufactured articles was mainly with the East. Thanks to steam-boats, however, the business of New Orleans in this direction, although much less than it ought to be, considering its receipts of produce, showed great increase, and one singular fact is observable in this trade, showing how much influence the origin of a people will have upon their commerce. With the exception of some Philadelphians, who established themselves in New Orleans just before the purchase of Louisiana, a majority of its merchants, particularly the importers, were Creole or French, who preferred to get their goods, from France rather than from England. As a result, the Kentuckians and Tennesseans of seventy years ago were supplied from New Orleans, mainly, with French print, broadcloths, and other dress goods, whereas the bulk of the people on the Atlantic wore almost wholly the produce of British looms. The early French influence made itself felt throughout the Lower Mississippi Valley until about the time of the outbreak of the war, and in many portions of the river country the demand was for French rather than English goods.

IMMIGRATION INTO THE MISSISSIPPI VALLEY.

It was just about the time of the discovery of steam as a motive power for steam-boats that a new tide of immigration started from the Atlantic coast to the river country. There had been a rapid growth of the population of the valley from the date of the purchase of Louisiana, but between 1810 and 1820 that movement received a new impetus—probably due to the war of 1812. This movement went down the Ohio and into all the region tributary to it and to the Mississippi, both the upper and the lower portions. The immigrant guide-books of those days—of which there were many—declare the river route preferable, as being cheaper, more rapid, and more satisfactory than traveling across the country where there were few, if any, roads. The river bottoms both of the Ohio and Mississippi Rivers were then regarded as very unhealthy and dangerous sections, and the immigrant was advised not to start on his trip until in the fall, after the frosts had killed the malaria. The guide-books describe the rivers as being very unpleasant during the summer season, with offensive odors coming from the shores. The immigrants were also warned against drinking river water before filtering or boiling it. On flat-boats and on pine rafts, the latter being deemed the better plan, thousands of settlers drifted down the rivers each year, and in the short space of a decade the population of the Mississippi Valley doubled.

RECEIPTS OF PRODUCE.

The receipts of New Orleans during the first year of successful steam navigation, 1816, amounted in value to $8,062,540. The character of produce received will furnish an excellent comparison for subsequent years by showing the lines of goods in which a trade was developed.

Articles.	Quantity.	Articles.	Quantity.
Apples ....barrels...	4,253	Horses ....number...	375
Beef....do....	2,459	Hogs ....do....	500
Beans....do....	439	Lead....cwts...	5,500
Bagging....pieces...	2,579	White lead....barrels...	188
Bacon and hams....cwts..	1,300	Linens, coarse....pieces...	2,500
Butter....pounds...	509	Lard....barrels...	2,458
Candles....boxes...	358	Oats....bushels...	4,065
Cheese....cwts...	30	Paper....reams..	750
Cider....barrels...	646	Peltries....packages...	2,450
Cordage....cwts...	400	Pork ....barrels...	9,725
Cordage baling....coils...	4,798	Potatoes....do	3,750
Corn....bushels...	13,775	Powder....do....	294
Corn-meal....barrels...	1,075	Saltpeter ....cwts..	175
Cotton....bales...	37,371	Soap....boxes..	1,538
Flaxseed oil....barrels...	85	Tallow ....cwts...	160
Flour....do....	97,419	Tobacco....hogsheads...	7,282
Ginseng....do....	957	Manufactured ....barrels...	711
Hair....bundles...	356	Tobacco....carrots...	8,200
Hemp-yarn....reels.	1,095	Whisky ....gallons...	320,000
Hides ....number...	5,000	Bear-skins....number...	2,000

Besides horned cattle, indigo, muskets, grindstones, pecan nuts, and beans.

This is independent of the produce raised in Louisiana, such as cotton, corn, indigo, molasses, rice, sugar, tafia or rum, and lumber. These were brought to the market in the planters' crafts, and often taken from the plantation direct in foreign-bound vessels, a ship loading directly with sugar and molasses, which thus never went through New Orleans. But little account was taken of this system in the commercial reports of the time, although sea-going vessels ascended the river as far as Natchez for cargoes. They were, of course, of small size, of but little more tonnage and draught than the steam-boats themselves.

The value of receipts shows to what extent the produce of the West passed through New Orleans. Cotton, which in later days rose to be 60 and even 75 per cent. in value of all the receipts, was then barely 12 per cent. At least 80 per cent. of the articles came from the West, that is, from the Ohio and the Upper Mississippi, above the Ohio. They represented the surplus products of the Mississippi Valley, for but little found any other exit to market. Much of the produce shipped from the West to New Orleans was lost en route. A rough estimate places the loss from disasters, snags, etc., at 20 per cent. Many boats, moreover, stopped along the river on their way down to sell supplies to the planters. Thus, at Natchez, flour, grain, and pork were purchased from the Kentucky boats.

From these losses and sales the shipments down the river in 1816, including the products of Louisiana, may be estimated at $13,875,000.

The river traffic required 6 steam-boats, 594 barges, and 1,287 flat-boats, of a total tonnage of 87,670.

The effect of the use of steam-boats in the river trade was soon seen in a large increase in the shipments of produce. The value of the receipts at New Orleans shows the following advance in the next half-dozen years:

Value of produce received at New Orleans from the interior.

Years.	Amount.	Years.	Amount.
1815–'16	$9,749,253	1818–'19	$16,771,711
1816–'17	8,773,379	1819–'20	12,637,079
1817–'18	13,501,036	1820–'21	11,967,067

From 1802 the down commerce of the lower river had grown in 1818, sixteen years, more than fourfold. The trade up the river during the same period had been multiplied threefold.

The year succeeding the introduction of steam-boats, 1817, New Orleans chronicled a large increase in its receipts of produce, as follows:

Articles.	Quantity.	Articles.	Quantity.
Cotton.....bales...	59,826	Tafia (rum).....gallons...	18,600
Sugar.....hogsheads...	10,642	Beer.....barrels...	826
Molasses.....gallons...	486,320	Cider.....do.....	925
Tobacco.....hogsheads...	7,412	Apples.....do.....	562
Do.....carrots...	9,862	Potatoes.....do.....	5,642
Flour.....barrels...	95,325	Lard.....pounds...	256,600
Rice.....do.....	9,320	Soap.....boxes...	9,860
Beans.....do.....	3,896	Candles.....do.....	2,200
Beef.....do.....	5,122	Castings.....kettles, etc...	226,000
Pork.....do.....	4,382	Lead.....cwts...	6,213
Bacon.....pounds...	713,382	Bark.....cords...	4,000
Bagging.....pieces...	9,825	Tar.....barrels...	6,580
Whisky.....gallons...	262,328	Pitch.....do.....	3,263
Gin.....do.....	50,250	Hogs.....number...	1,227

The receipts for the following year show an improvement in nearly all lines, and a greater variety in the class of articles received, or at least noticed, for in these first commercial reports many products were altogether overlooked:

Articles.	Quantity.	Articles.	Quantity.
Beans.....barrels...	3,643	Lard.....cwts...	6,738
Cotton.....bales...	65,223	Molasses.....gallons...	1,126,500
Sugar.....hogsheads...	21,115	Oil.....barrels...	4,200
Bacon.....cwts...	18,620	Onions.....barrels...	4,220
Pork.....hogsheads...	813	Paper.....reams...	426
Do.....barrels...	22,225	Peltries.....packages...	3,550
Bark.....cords...	4,000	Pitch.....barrels...	3,200
Beef.....barrels...	5,142	Rice.....do.....	9,265
Beer.....do.....	306	Skins, bear's.....number...	3,000
Butter.....kegs...	1,825	Soap.....boxes...	2,576
Candles.....boxes...	2,150	Starch.....do.....	125
Cider.....barrels...	520	Tafia.....gallons...	42,026
Corn.....bushels...	145,200	Tallow.....cwts...	206
Cordage.....cwts...	4,350	Tar.....barrels...	837
Flour.....barrels...	197,620	Tobacco.....hogsheads..	8,642
Gin.....gallons...	50,250	Do.....carrots...	1,600
Ginseng.....barrels...	1,200	Tobacco, manufactured.....boxes...	154
Hay.....tons...	40	Wax, bee's.....cwts...	320
Hides.....sides..	6,200	Wheat.....bushels...	95,650
Hogs.....	1,200	Whisky.....gallons...	256,610
Lard.....barrels...	412		

This includes, it will be seen, the produce of Louisiana as well as that of the upper country. The Louisiana products amount in value to 28 per cent. of the whole. Of the remainder, fully 61 per cent. come from what is known as the West. In the last few days of Spanish rule in Louisiana over 40 per cent. in value of the receipts at New Orleans had come from that colony. The West was rapidly increasing in population, and New Orleans was securing all the new trade thus opened. It was as much a Western as a Southern city, and as many of its American population—to distinguish the new-comers from the creole natives—were of Western or of Southern origin.

The commerce of the upper States was monopolized by the Americans. Indeed, before the colony was purchased by the United States a large proportion of the merchants of New Orleans were citizens of that country. The first American merchants had come from Philadelphia, and the commercial interests of New Orleans and the Mississippi Valley were in consequence more closely allied for years with "the Quaker City."

STEAM-BOAT BUILDING.

From the day that the problem of successful steam navigation not only down the stream with the current, but up stream, was solved by the *Washington*, steam-boat building was actively carried on, and new steamers were added each year to the river fleet.

In 1816 there arrived at New Orleans the *Dispatch*, of 90 tons, the *Washington*, of 412 tons, the *Franklin*, of 131 tons, and the *Constitution*, of 112 tons.

In 1817 there arrived the *Harriet*, of 54 tons, *Buffalo*, of 249 tons, *Kentucky*, of 112 tons, *James Monroe*, of 140 tons, *James Madison*, of 148 tons, *Vesta*, of 203 tons, and the *Governor Shelby*, of 106 tons.

In 1818 the *General Jackson*, 142 tons, *Pike*, 51 tons, *Cincinnati*, 157 tons, *Napoleon*, 315 tons, *Eagle*, 118 tons, *Newport*, 59 tons, *Hecla*, 124 tons, *Johnson*, 140 tons, *Exchange*, 212 tons, *James Ross*, 269 tons, *Ramapoe*, 146 tons, *Tammerlane*, 214 tons, *Maysville*, 209 tons, *Maid of Orleans*, 193 tons, a total for the year of 14 new boats, with an aggregate tonnage of 2,347 tons.

In 1819 there arrived the *Ohio*, *Volcano*, *Alabama*, *Rifleman*, *Rising States*, *St. Louis*, *Paragon*, *Mobile*, *General Clark*, *Yankee*, averaging 150 tons each.

In 1820 the *Feliciana*, *Frankfort*, *Car of Commerce*, *Vulcan*, *General Roberts*, *Tennessee*, *Comet*, *Hornet*, *United States*, *Columbus*, *General Green*, *Missouri*, *Elizabeth*, *Beaver Rapids*, *Fayette*, *Cumberland*, *Arkansas*, and the *Independence*, 19 boats, whose tonnage aggregated 2,850 tons.

In 1821 there arrived the *Manhattan*, *Mars*, *Velocipede*, *Olive Branch*, *Hero*, *Dolphin*, *Osage*, *Telegraph*, *Rapides*, *Post-Boy*, *Alexandria*, *Courier*, *Columbus*, *President*, *Rocket*, *General Green*, *Elizabeth*, 17 boats, tonnage 2,550 tons.

In 1822, *Henry Clay*, *Rifleman*, *Neptune*, *Favorite*, *Expedition*, *Mandan*, *Nashville*, *Providence*, *Teche*, *Robert Thompson*, *Indiana*, 11 boats, 1,540 tons.

And in 1823 the *Leopard*, *Calhoun*, *General Pike*, *Congress*, *Hope*, *Fidelity*, and the *Robert Ray*, 7 boats, with a total tonnage of 1,050 tons.

Almost all of these first boats upon the Western waters were designated as "low pressure." This was a misnomer; they had merely non-condensing engines, exhausting the steam into the air, although they were provided with condensers. Very few of the boats built for the Mississippi River had walking-beams. They had what is called steeple engines, the cylinder being placed vertical; the piston was attached to a beam of iron running crosswise, something on the style of an old saw-mill engine. Some of the boats were provided with horizontal cylinders, like those of the low-pressure *Richmond;* these engines seldom made more than 15 or 20 pounds of steam, from the fact that they could obtain only a partial vacuum. All of these original engines were built on the Watt & Bolton plan; several were imported from England. The *United States* had two walking-beam engines, and was probably the first steam-boat to have two engines. The *New Orleans*, *Vesuvius*, *Ætna*, *Buffalo*, *Ramapo*, *Fanny*, *Feliciana*, and the *Natchez* had the Watt & Bolton engine.

The first high-pressure engine was built in 1813, by French, at Brownsville, Pa., and was placed on the *Comet*. It was an oscillating engine, but not working well, was taken out and placed in saw-mill at Natchez in 1814. Afterwards French put his engines on the *Enterprise*, Capt. H. M. Shreve, the first boat to enter Red River, and the *Dispatch*.

The first regular high-pressure boat was the *Washington*, built for Captain Shreve, in 1816, at Wheeling. She had one horizontal cylinder 24 inches in diameter, 6-foot stroke, four single-flue boilers. The cut-offcam invented by Captain Shreve was first used on this boat.

The steamer *Ramapo* was built in New York in 1820. She was originally a schooner of 146 tons burden. She had a low-pressure engine, and was the first boat to run between New Orleans and Baton Rouge. The *Manhattan*, of 426 tons, was built also in New York, and had low-pressure engines. She ran for several years between New Orleans and Louisville. The *Feliciana*, 407 tons, low-pressure, was built in Philadelphia and was the first regular packet to Bayou Sara. In 1821 the *Mobile*, 145 tons, low-pressure, was built at Amesbury, Mass., to run between New Orleans and Mobile. The *United States*, 645 tons, was built at New Albany. She was floated to this city for her machinery, which had been received from England. She was the wonder of her day, and was called *The Mammoth*. She was not a paying investment, owing to her complicated machinery. The *Car of Commerce*, 221 tons, was built at Freeport, Pa. She was considered remarkable in her day, having made the run to Shawneetown in twelve days. The *Henry Clay*, built at Newport, Ky., and the *Paragon*, built at Cincinnati, were also fast, making Louisville in sixteen days. The *Mississippi*, 372 tons, was built at Blakely, Ala., in 1820. Capt. H. S. Buckner was her commander. Finding her too heavy and unwieldy for the lake trade, Captain Buckner brought her around and ran her to points on the Mississippi.

Besides the above boats mentioned, there was built the *Eclipse*, *Phœnix*, *Florence*, *Scioto*, *Pennsylvania*, *Andrew Jackson*, *Fanny*, *Caledonia*, *Fidelity*, *Mars*, *Leopard*, *Belle Creole*, *Swan*, *Superior*, *Venture*, *Natchez*, *Robert Fulton*, *Balize*, *Spartan*, *Magnet*, *Steubenville*, *Missouri*, *Rambler*, *General Pike*, *Fayette*, *Rob Roy*, *Paul Chase*, *Robert Emmet*, *Belvidere*, *George Washington*, *William Penn*, *Bolivar*, *Congress*, *General Wayne*, *Tecumseh*, *Paul Jones*, *Tuscumbia*, *Philadelphia*, *Hibernia*, *Hercules*, *Commerce*, *Aerial*, *Liberator*, *Planter*, *Helen McGregor*, *Post Boy*, *Marietta*, *Louisville*, *Columbia*, *Huntress*, *General Coffee*, *Virginia*, *Ontario*, *Decatur*, *Lexington*, *Messenger*, *Governor Hamilton*, *Dolphin*, *Patriot*, *Emerald*. The *Fanny* was a schooner propelled by steam. The *Natchez* was built at New York. Capt. H. S. Buckner bought and run her to Natchez. She made the run there in three days. The *Hercules* and *Post Boy* were tow-boats between New Orleans and the Balize.

The three packet-boats were the *Paul Jones*, *Tecumseh*, and *Philadelphia*. They were single-engine boats, and their time to Louisville was twelve days.

In 1821 there arrived at New Orleans—

287 steam-boats of a tonnage of	54,120
And flat-boats, barges, etc., of a tonnage of	52,750

This made the total river tonnage 106,870. The barges and flat-boats had fallen off both in numbers and tonnage, and the steam-boats were in a lead that they have since kept.

Within a decade the steam-boat had firmly established itself on the river and was an acknowledged success.

The Louisiana Advertiser speaks as follows on the subject in 1823:

"It is now nine years since the first steam-boat was evolved at the port of New Orleans, since which period up to the present time eighty-nine different steam-boats have been evolved at this port. The first boat was lost in 1814, and up to the present time there have been twenty-three other boats lost, either by sinking, destroyed by fire, decayed, or condemned, forming in the aggregate about 4,000 tons, and leaving a balance, say, of 14,000 tons. This 14,000 tons does not employ more than 1,000 men and can do more in a given time than 50,000 tons could have done in barges, keel-boats, or any other kind of vessels employed ten years ago with 20,000 hands. The rapid increase of steam-boats had very soon the natural tendancy of reducing freights, and, although the owners suffer severely from this cause in the consequent diminution in the value of the vessels, yet the country at large has been greatly benefited by their introduction, and it is to be hoped the number in existence can be more beneficially employed."

The amount of products that descended the Ohio during this time was estimated at 68,932 tons.

Of the goods that went down the Lower Mississippi, one-half came from the Ohio and its tributaries. Indeed, up to this time the settlements in the West and South had been restricted mainly to the Ohio basin, and comparatively few persons had yet established themselves on the Lower or Upper Mississippi, or on the Missouri, Arkansas, White, or other tributaries on the west.

The first engineers of the steam-boats came from England, New York, and Philadelphia. Very few of them had a theoretical idea of steam; about the only thing they knew was that they had a safety-valve with a weight upon it, indicating so many pounds pressure of steam. They also knew that the water should be kept at a certain depth in the boilers.

When any of these boats raced, the engineers placed extra weights on the safety-valves, and really could not tell in many instances within a hundred of the amount of steam they were carrying. Within the last thirty years all this has changed, as engineers then commenced to receive both a theoretical and practical education of their calling. The first invention to guard against explosion was the Evans safety guard. This invention has been so improved that an explosion has become a rare exception.

The pilots of those days were the keel and barge men. They knew from a hard-earned experience the sand-bars, islands, and many of the worst obstructions in the river. In those days they did not run the river much at night, the danger from snags and sawyers being too great. They were a hardy, fearless set of men, whose former life had forced them to face every danger and to stand up against fatigue.

The captains were chosen mostly from the seafaring class, because they were thought to have greater command of the men under them.

It can not, however, be said that they were a success or proved themselves equal to the emergencies of the river. There was a decided disposition in the early days of river navigation to follow too closely the habit of the sea, and to pretend that the Mississippi was an interior ocean. The captains, for instance, having been accustomed when at sea to issue their orders through a trumpet, necessary there, to make them heard in the roar of the waves and the storm, still insisted upon using the trumpet upon the quiet waters of the Mississippi, and shouted stentoriously through the trumpet at their mates but a few feet distant with all the worst nautical oaths and expressions. It was not until years afterwards that the simple process of giving orders by means of bells was adopted.

The boats, too, had a marine build. The *New Orleans* was simply an ocean vessel transferred to river use; and for years bowsprits and figure-heads were universal on the river. All the first boats had their cabins on deck, aft of the engine, the ladies' cabin being in the hold aft.

The boats were small compared to those which now do the carrying trade of Western rivers. Indeed, there does not seem to have been a very great increase in their size for many years. It is mentioned by reliable authority that as late as 1846 the smallest boats were about 120 tons burden, and the largest, not more than 500 tons. The largest boats now are from 2,500 to 3,000 tons burden. Although the increase in the size of boats was slow, great pains were taken to make them attractive to passengers. The travel on the river was then very large and profitable, and it became necessary to cater to the wants of the traveling public. The saloons were elegantly furnished, and the table was provided with every delicacy which the season and the market afforded.

The accommodations and comforts of the boats of a quarter of a century and more, ago are still remembered, and spoken of in glowing terms. They were no doubt very superior for those times, but they were hardly equal to those of the boats of the present day. The wants of the traveling public are greater now than then and their tastes more luxurious.

It is somewhat strange to hear the papers talk of the great cheapening of freights caused by the first steam-boats, when we learn that the rates from points above to New Orleans in 1819 was 3 cents a pound; a few years previous they had ranged from 4 to 6 cents. Passage by steam-boat from Louisville to New Orleans was $100 when money was worth twice what it is to-day. Deck passage was $18, but the economical passenger could make it less by helping to wood the boat at the wood-yards scattered along the bank.

The flat-boats on the river increased in size with the steam-boats. About four-fifths of them reached New Orleans, the others being lost en route or selling out at some way town. The hay flat-boats of Indiana of 1820–'26 were 50 feet long, 16 wide, and carried about 30 tons of hay, ranging in price from $15 to $30. In 1832–'33 the size of these boats began to increase; one, 90 feet long and 18 wide, carrying 102 tons, cost $170 to build. They finally reached the size of 150 feet long by 24 wide, carrying 300 tons of produce. Flatboats, when run to New Orleans for years, were broken up and houses built of them, the gunwales being cut up, and the streets and sidewalks paved with them. Some time between 1855 and 1860 the boats began to be towed back from all the ports along the river, especially the coal-boats and coal-barges. The empty boats sold in New Orleans for from $30 to $200, increasing in price from $30 up to $200 in 1861, when the war stopped flat-boating. The price of hands to go down on flat-boats from Aurora to New Orleans was $10 to $30 per trip, the pilots usually receiving from $50 to $200. This was the price from the commencement of boating to the commencement of the war.

In the early days of boating, boatmen received gold and silver for their produce. Later, they received gold, silver, and United States paper, and in bringing home their gold and silver they messed together and put their money in a barrel, and one stood watch over it at a time, day and night, on the deck of a steam-boat, as nearly all boatmen traveled "on deck."

We have fortunately very full statistics of the commerce of the lower river during this period, although, for some reason or other, the Louisiana products were not generally included in the reports, possibly because they reached New Orleans by all sorts of routes, by wagon, boat, pirogue, and skiffs. For the five years from 1822 to 1826 the receipts of produce at New Orleans by river were:

Receipts of produce at New Orleans for year ending September 30.

Articles.	1822.	1823.	1824.	1825.	1826.
Apples ... barrels	210	5,319	6,825	11,827	4,919
Apple brandy ... do	3	.....	115	149	30
Bacon ... hogsheads	.....	829	349	1,210	470
Do ... casks	.....	.....	.....	.....	202
Do ... boxes	.....	.....	.....	.....	143
Hams ... hogsheads	.....	.....	.....	385	468
Do ... barrels	.....	.....	.....	71	108
Do, bulk ... pounds	52,656	778,826	550,877	211,259	369,437
Bagging ... pieces	.....	898	4,562	6,191	5,299
Bales, rope ... coils	9,545	4,897	7,704	4,838	6,654
Beans ... barrels	389	980	1,067	537	341
Butter ... kegs	1,190	2,447	1,868	2,130	2,926
Do ... jars	33	134	56	60	427
Do ... hogsheads	.....	52	22	20	3
Do ... barrels	1	14	48	102	110
Do ... firkins	130	1,250	7,930	8,300	9,100
Do ... pounds	.....	14	.....	29	17
Beeswax ... do	.....	.....	.....	12,920	10,075
Dried beef ... barrels	.....	37,850	850	4,000	190,000
Beef ... boxes	170	2,052	732	1,242	1,203
Do ... barrels	.....	40	7	3	12
Buffalo robes	550	638	12,609	18,411	7,740
Cotton (bales):					
Louisiana and Mississippi	161,320	112,108	74,970	124,630	143,124
Mobile*		4,080	13,819	7,615	2,685
Lake*		2,883	2,275	4,998	7,512
North Alabama		42,855	51,181	68,695	96,574
Missouri		.....	34	26	10
Arkansas		.....	285	403	1,002
Florida*		.....	111	226	1,074

* Came by way of Lake Pontchartrain.

Receipts of produce at New Orleans for year ending September 30—Continued.

Articles.	1822.	1823.	1824.	1825.	1826.
Cornmeal.....barrels...	4,604	1,864	4,727	3,420	729
Corn in ear.....do.....	57,179	46,138	37,351	72,563	143,373
Cheese.....pounds...	.....	1,250	2,257	1,000	4,000
Do.....boxes...	.....	19	3	17	3
Candles.....do.....	3,124	1,234	305	768	121
Cider.....barrels...	453	165	1,224	1,023	237
Cider, royal.....do.....	.....	44	119	137	187
Dried peaches.....do.....	.....	505	69	31	161
Dried apples.....do.....	.....	696	119	105	235
Feathers.....bags...	58	59	194	513	294
Flaxseed.....barrels...	195	107	.....	180	501
Flour.....do.....	120,159	114,735	100,929	140,546	129,094
Furs.....hogsheads...	.....	73	50	201	217
Do.....boxes...	.....	.....	.....	12	27
Do.....bundles...	.....	.....	.....	449	164
Gin.....barrels...	.....	4	12	.....	33
Ginseng.....bags...	.....	10	5	.....	28
Do.....barrels...	25	173	8	.....	46
Gunpowder.....kegs...	.....	.....	910	1,149	10
Hemp.....bales...	.....	.....	269	337	19
Hempen yarn.....reels...	444	92	.....	.....	99
Hides.....	18,179	12,241	6,610	11,199	15,959
Horns.....	59,037	26,524	10,535	14,852	12,505
Hay.....bundles...	53	1,012	110	588	682
Lard.....hogsheads...	8	1	2	81	1
Do.....barrels...	319	497	130	486	344
Do.....kegs...	13,003	24,172	18,210	34,373	1,053
Do.....pounds...	42,224	152,230	131,335	47,960	66,776
Leather.....bundles...	.....	26	94	410	553
Do.....sides...	.....	2,591	1,593	73	1,303
Lead.....pig...	12,962	41,123	45,454	58,479	86,242
Do, bar.....kegs...	90	63	442	306	473
Do.....pounds...	1,899,520	58,908	592,853	198,244	190,292
Onions.....barrels...	44	30	44	306	227
Oil, linseed.....do.....	7	167	101	622	708
Oil, bear.....do.....	.....	.....	.....	121	29
Do.....gallons...	.....	.....	.....	212	.....
Peach brandy.....barrels...	.....	1	9	82	52
Pecans.....do.....	.....	.....	.....	357	168
Pickles.....do.....	.....	128	54	5	39
Do.....kegs...	.....	332	114	150	91
Potatoes.....barrels...	896	2,113	2,927	2,750	2,199
Pork.....do.....	7,463	16,637	10,184	15,352	33,632
Do.....hogsheads...	.....	622	544	321	793
Do.....pounds...	142,800	934,132	85,663	146,750	999,853
Porter.....barrels...	645	600	468	242	292
Peas.....do.....	.....	80	57	2	113
Rum.....do.....	.....	294	354	140	298
Skins, deer.....	492	3,869	3,863	4,820	11,693
Skins, bear.....	470	156	168	396	161
Ship-bread.....barrels...	.....	39	110	253	520
Shot.....kegs...	409	567	333	1,081	1,472
Do.....pounds...	82,880	1,943	30,800	9,300	.....
Do.....bags...	.....	221	309	15	78
Soap.....boxes...	2,775	1,198	934	2,367	2,539
Shingles.....thousand..	.....	20	16	5	7
Staves.....do.....	.....	82	98	615	776
Segars.....barrels...	.....	12	12	6	6
Do.....boxes...	.....	.....	.....	94	6
Sugar.....hogsheads..	.....	29,850	32,415	30,812	44,662
Tallow.....barrels..	210	332	635	444	747
Tobacco, leaf.....hogsheads...	30,870	17,542	25,733	18,049	19,385
Do.....kegs and boxes...	1,474	1,641	2,324	2,321	1,028
Do.....carrots...	.....	1,324	2,142	1,541	1,744
Tow, linen.....bales...	.....	1,200	1,800	115	13
Twine.....bundles...	.....	2,000	3,920	.....	500
Do.....barrels...	52	.....	.....	.....	.....
Do.....boxes...	.....	.....	.....	19	47
Venison hams.....	.....	6,318	4,636	191	11,613
Vinegar.....barrels...	.....	18	24	50	79
Whisky.....do.....	1,978	9,771	18,897	33,704	10,526
Window-glass.....boxes...	1,582	1,249	1,728	2,304	1,890

Nearly half the cotton, all the tobacco, and most of the provisions came through the Ohio. The Upper Mississippi furnished most of the furs and skins, the lead, etc.; the Lower Mississippi, cotton, sugar, molasses, etc.

Of these products, the majority came from the Ohio basin, then the most thickly settled part of the Mississippi Valley. Taking the period 1822–'26 as a basis, the following would be about the proportion of the traffic enjoyed by the several districts constituting the great valley:

Ohio basin	49
Upper Mississippi	9
Lower Mississippi	42

These dry statistics tell the story of the settlement of the Mississippi Valley, its civilization, development, and advance, and the commercial changes that have taken place in it. The deer-skins, the venison hams, the bear oil, peltries, and furs, which form so important an article in the early receipts, soon disappear to give place to agricultural and afterwards to manufactured products. During the days of the French dominion the most important exports of the valley were the produce of the chase. Next came rough lumber for the manufacture of sugar boxes for Cuba; then raw agricultural products; afterwards articles like pork, flour, and others that required some process of treatment. As yet the manufactured articles exported were few, being of the simplest character, such as bagging, rope, twine, candles.

THE RIVER TOWNS.

At this date the most important lines of trade, those requiring the most vessels, were with Nashville, Bayou La Fourche, Natchez, and Louisville. Natchez was a more important river point than Vicksburg, being the center of a populous district, and gave employment to three times as many steam-boats. Nashville, as the center of the rich tobacco country of Tennessee and Kentucky, sent more steam-boats to New Orleans than any town in that section. On the Ohio, Louisville was the most important point, very few steamers ascending higher on account of the falls. If a steamer went above Louisville she generally continued up to Pittsburgh.

The Saint Louis and Upper Mississippi River trade with New Orleans was as yet insignificant, but few persons having penetrated into that region. On the Tennessee River boats ran as high as Florence, but when the water rose flat-boats poured out by the hundred, laden with the cotton of north Alabama and the tobacco of Tennessee.

On the Mississippi the other most important shipping points besides Natchez were Bayou Sara and Baton Rouge. Vessels ran up the Ouachita, but no higher up the Red than Natchitoches, on account of the raft.

The flat-boats came from all the upper country. The great majority of them were from the Ohio and its tributary. The Cumberland and Tennessee sent out hundreds laden with cotton and tobacco, the Ohio proper with apples, corn, flour, coal, etc. A majority of the flats at this time were from the Southern States, but this soon changed, and Indiana and Ohio were in the lead. The flat-boat traffic, except that of the districts immediately around New Orleans, was confined to a few months of the year. The boats waited for a rise in the river and came down with the high water. During January and February two-thirds of the flats arrived in New Orleans, as many as 75 in a single week. The flat-boats were cheaply made, and were broken up and sold for lumber in the city. Keel boats were going rapidly out of favor. The up freight of the river was much smaller than that down, and the steam-boats could easily handle all of it; hence the keel boats were superfluous and were no longer needed to carry freight up the country. A few still ran in the rivers of Arkansas and some of the States west of the Mississippi, but they were disappearing. The bateaux were altogether gone, save in the very wildest and most rugged portions of the Indian country, and but few of these arrived at New Orleans, with their cargoes of deer and bear skins. The market-boats were of the flat-boat order, dropping down the river from point to point, and trading, selling the planters and farmers Western provisions or trading it off for cotton and the products of the country.

The sugar, rice, etc., of the country immediately around New Orleans was brought to the city in pirogues, skiffs, or boats made from solid logs. Each planter had his boat, and although it was small he could send his crop to market in it—a few hogsheads or bales at a time. But little record was kept of these arrivals at New Orleans, and hence the earlier records, while showing accurately how much corn, beef, and other produce of the upper Mississippi Valley was received, gave no record whatever of the receipts of Louisiana sugar, molasses, or rice. A striking incident of the river commerce of those days was the large number of sailing vessels, sloops, schooners, and afterwards luggers, engaged in it. Nearly all the produce of the country below New Orleans was brought to the city in

this way; and the sailing vessels ran even as high as Natchez, bringing down cotton and sugar from "the upper coast."

In 1825, nine years after the success of the steam-boat, it had passed all competitors, and the greater portion of the produce of the lower Mississippi Valley was brought to market in it. In 1826, 57 per cent. of the freight was carried to New Orleans by the steam-boats and only 43 per cent. by other means.

The following arrivals during the season 1825–'26 (the commercial year then began in New Orleans and throughout the South October 1; it has since been changed to September 1) gives some idea of the variety of crafts employed upon the river:

Arrivals in 1825–'26.

Class.	Number.	Class.	Number.
Steam-boats	715	Market boats	41
Flat-boats	981	Batteaux	3
Keel-boats	57		
Schooners and sloops	108	Total	2,006
Pirogues	101		

While the steam-boats had greatly increased in number, threefold in four years, it will be seen that they had not yet driven out the flat-boat. Quite the contrary. The flat-boats also had increased largely. On the other hand, there was a material falling off in the number of keel-boats in use. The flat-boats were cheap, offered a cheap means of carrying bulky freight to market, and, moreover, they carried out a great deal of produce from the smaller streams where the steam-boats could not go or where they did not care to take the risk of snags and sawyers.

The average tonnage of the river vessels in 1831 was 240 tons, and of the sea-going vessels running from New Orleans, 437. The steam-boats, however, were constantly and rapidly increasing in size, whereas the sea-going vessels increased more slowly, so that in 1845 the two were about the same tonnage, and a ship could carry away from New Orleans just the cargo that one steam-boat could bring there.

LOSSES ON THE RIVER.

From the very start the steam-boats had met with many disasters. The sixth boat built for the river traffic, constructed at Brownsville in 1815, ran aground on her way down the river and burst her boiler—a disaster by which ten or twelve lives were lost.

Even more disastrous were the snags with which both the Ohio and the Mississippi were filled. An appeal was made to Congress in 1820 to remove them, but it declined to take any action.

From 1822 to 1827 the loss in the Ohio and Mississippi Rivers by snags alone, including steam and flat-boats and their cargoes, amounted to $1,362,500. From 1827 to 1832, when quite a number of snags were removed, these losses were greatly reduced, and did not exceed $381,000. In the latter year, 1832, in consequence of the successful working of the snag-boats, not a single boat was lost.

From 1833 to 1838 the Secretary of the Treasury reported that 40 steam-boats had been snagged on the Mississippi, and damage inflicted amounting to fully $640,000. This was probably far below the true figures.

In 1839 the total loss of boats in the river was 40, of which 2 were snagged, 7 struck on rocks and other obstructions, the total loss amounting to $448,000.

The first steps taken by the Government to improve the navigation of the river were in 1829, when Captain Shreve, a prominent steam-boat man was employed to remove the snags which had caused such a heavy loss of vessels. The system pursued in their removal was to run down the snags with a double steam-boat, the bows of which were protected with heavy beams plated with iron. A heavy head of steam was put on and the snags run down.

Captain Shreve did good work with this improvement, but he followed it up soon afterwards with a very unfortunate improvement that has given trouble ever since. Filled with the idea generally current at the time that it would be well to straighten out the river and shorten navigation, a channel was cut across one of the great bends just above the mouth of Red River, by which a distance of 30 miles was saved. This was known as Shreve's cut-off. Five days afterwards bars were formed at the mouth of Red River, at both entrances of the bend, leaving only 3 feet on one and 3½ on the other. On these bars dredge-boats were brought to work, but the bars have proved troublesome to this day.

River trade of New Orleans, 1813–1841.

Year ending September 30—	Arrivals of steam-boats.	Freight received.*	Value of produce.†
		Tons.	
1813–'14	21	67,560	.....
1814–'15	40	77,220	.....
1815–'16	.....	94,560	$9,749,253
1816–'17	.....	80,820	8,773,379
1817–'18	.....	100,880	13,501,036
1818–'19	191	136,300	16,771,711
1819–'20	198	106,706	12,637,079
1820–'21	202	99,320	11,967,067
1821–'22	287	136,400	15,126,420
1822–'23	392	129,500	14,473,725
1823–'24	436	136,240	15,063,820
1824–'25	502	176,420	19,044,640
1825–'26	608	193,300	20,446,320
1826–'27	715	235,200	21,730,887
1827–'28	698	257,300	22,886,420
1828–'29	756	245,700	20,757,265
1829–'30	989	260,900	22,065,518
1830–'31	778	307,300	26,044,820
1831–'32	813	244,600	21,806,763
1832–'33	1,280	291,700	28,238,432
1833–'34	1,081	327,800	29,820,817
1834–'35	1,005	399,900	37,566,842
1835–'36	1,272	437,100	39,237,762
1836–'37	1,372	401,500	43,515,402
1837–'38	1,549	449,600	45,627,720
1838–'39	1,551	399,500	42,263,880
1839–'40	1,573	537,400	49,763,825
1840–'41	1,958	542,500	49,822,115

* This does not include articles rafted down of which no record was kept.

† This includes the small amount of produce received by Lake Pontchartrain, from 1 to 6 per cent. of total. It is impossible to separate it from the receipts by river, since no separate account was kept, except for cotton and a few other articles.

During all this period, and despite all these difficulties, the number of arrivals at New Orleans and the amount of river business on the Lower Mississippi continued to steadily increase. The growth of the river traffic is well shown in this table.

In regard to the steam-boats, it should be remembered that the steady increase in arrivals each year does not fully express the increase in tonnage, because the boats were not only growing more numerous, but were increasing in size each year, and thus while they doubled in number between 1825 and 1833 they more than trebled in their carrying capacity.

In regard to the flat-boats and other craft, there is no sufficiently definite information for most of this period. It should be said, however, that while the steam-boats supplanted the flat-boats in many lines of trade, they did not entirely drive them off the river for fifteen or twenty years afterwards. During all this period when the Western cities were building steam-boats the flat-boats also were increasing in numbers. They were found serviceable in carrying hay, coal, etc., and in reaching the interior streams. The Mississippi counted some hundreds of tributaries. On some of these the settlements were sparse, and the surplus products afforded at best one or two cargoes a year, and these were sent much more conveniently and cheaply in flat-boats than in steamers. The steamers had passed the flats between 1820 and 1830 in the business transacted and the freight hauled, and from this time they increased the lead steadily. The number of flats, however, arriving at New Orleans kept but little if any behind the steamers, and as late as 1840 nearly a fifth of the freight handled in the Lower Mississippi went by flat-boat, keel, or barge. The early flat-boats had depended altogether on the current of the river to carry them down. The system of towing was tried in 1829, and a small steamer, which would be called a tug to-day, was successfully used in towing keel-boats up and down stream. The idea did not seem, however, to meet with much favor, the flat-boat men having a superstition that their conjunction with a steamer was not favorable to them, and it was reserved for a later generation to definitely try in the barge the system of towing freight up and down stream.

In but little more than a quarter of a century the steam-boat had secured a practical monopoly of the traffic of the Mississippi, and developed an interior commerce of immense proportions. It was during this period that the river country fared its best. Between 1830 and 1840 the river cities increased rapidly in population, wealth, and trade, and New Orleans, the port of the valley, advanced more rapidly than any city in

America. The commerce of the river—and all its commerce was carried on the Mississippi, except an infinitesimal amount that came through Lake Pontchartrain and the Carondelet Canal—steadily advanced with the increase in the steam-boat business and tonnage. The record of these years is as follows:

Receipts of produce from interior from 1828 *to* 1836.

Articles.	1835-'36	1834-'35	1833-'34	1832-'33	1831-'32	1830-'31	1829-'30	1828-'29	1827-'28
Apples.....barrels...	25,834	4,871	9,866	11,131	12,218	4,500	8,762	1,779	10,225
Apple brandy....do.....	44	7	50	.....	51	2	169	59	78
Bacon, assorted, hogsheads and casks.....	7,271	8,962	5,046	4,228	4,851	5,427	30,658	3,629	4,147
Bacon .... boxes...	370	779	523	216	370	1,207	312	752	1,190
Bacon hams, hogsheads.....	7,315	8,243	7,318	1,821	2,724	2,096	322	2,902	1,423
Do.....boxes...	505	1,257	758	15	65	305	176	1,157	456
Bacon, in bulk, pounds	851,268	1,519,529	615,324	665,218	907,380	1,282,354	309,017	291,001	229,756
Bagging, Kentucky, pieces.....	55,067	47,972	23,324	29,391	23,950	25,936	12,306	13,472	5,972
Bale rope... .....coils...	32,803	31,554	23,263	20,718	22,973	43,560	20,288	16,054	17,038
Beans .....barrels...	1,922	339	1,123	13,918	2,833	1,648	2,989	1,920	773
Butter.....hogsheads...	49	38	.....	1	13	5	1	1	4
Do...kegs and firkins	5,663	6,190	8,072	8,919	5,014	4,219	5,846	4,140	4,047
Do .....barrels...	333	66	80	160	165	446	83	.....	.....
Beeswax.....do.....	255	196	478	384	2	332	811	795	770
Do .....boxes...	51	20	5	185	374	183	73	40	69
Do.....pounds...	22,190	50,935	28,750	50	.....	500	441	5,400	6,484
Beef .... barrels...	9,631	10,061	5,455	5,350	4,550	10,696	7,566	5,405	5,622
Do....hogsheads...	56	18	180	204	3	80	22	133	33
Beef, dried...pounds...	115,223	30,052	59,160	83,910	172,410	40,600	200	2,100	17,272
Buffalo robes..packs...	3,180	2,674	1,835	1,937	1,992	2,554	3,061	15,210	19,987
Cotton:									
Louisiana and Mississippi, bales.....	358,931	345,970	307,421	292,748	198,620	242,427	174,194	150,570	191,176
Mobile.....bales*...	16,472	17,456	5,063	1,533	17,663	367	6,093	6,350	3,484
Lake.....bales*...	11,166	10,826	9,223	11,974	7,354	10,388	9,302	8,753	8,017
North Alabama and Tennessee, bales.....	96,142	148,132	135,542	93,303	114,934	171,616	168,806	99,355	92,648
Missouri and Illinois.....bales...	.....	.....	.....	.....	.....	.....	7	20	109
Arkansas..bales...	5,738	3,134	1,616	2,862	1,187	1,769	1,525	1,332	1,201
Florida....bales*....	6,882	2,764	5,321	6,278	9,499	2,024	3,521	2,907	1,543
Texas.....bales...	3,564	3,084	917	155	540	335	193	284	.....
Corn meal....barrels...	8,782	1,532	1,655	2,963	1,996	2,313	2,443	6,849	498
Corn, in ears.....	255,462	227,845	98,584	91,593	71,047	42,194	42,397	91,882	89,876
Corn, shelled ..sacks...	293,862	172,613	62,900	66,693	7,112	290,754	21,190	.....	.....
Cheese.....casks...	247	217	117	145	329	120	179	84	147
Candles .....boxes...	216	46	511	1,819	127	103	622	318	731
Cider.....barrels ..	1,790	26	1,199	898	789	239	635	455	646
Coal, Western..	85,328	45,756	65,000	24,120	50,000	.....	40,800	.....	.....
Dried peaches.....	443	21	319	29	47	50	136	336	338
Dried apples.....	1,176	60	1,080	1,190	250	65	231	126	140
Feathers .....bags....	222	386	361	200	143	438	98	373	285
Flax-seed .....barrels...	3,381	6,268	3,720	910	887	400	724	541	260
Flour.....barrels...	287,191	285,705	320,665	262,739	210,887	360,580	133,700	157,323	152,593
Furs.....hogsheads...	72	192	67	279	149	103	80	67	6
Do.....boxes...	8	5	6	76	12	17	12	21	8
Do.....bundles...	1,815	2,627	479	876	671	318	387	431	271
Gin.....barrels...	70	183	330	509	468	.....	10	143	285
Ginseng, bags and cases	37	31	.....	191	270	162	138	47	56
Do.....pounds...	9,650	9,200	13,600	.....	.....	.....	.....	.....	350
Hemp.....bundles...	7	.....	32	375	497	27	6,429	2,137	724
Hempen yarn..reels...	.....	21	27	85	333	18	398	379	256
Packing yarn	.....	905	36	.....	16	.....	88	.....	.....
Hides.....	21,832	35,046	41,439	22,352	12,929	22,716	15,823	18,439	12,934
Horns	44,878	35,967	38,934	28,645	30,267	32,686	29,192	17,327	23,298
Hay..... bundles...	16,194	1,127	998	1,634	1,155	247	1,025	777	167
Iron, pig. .....tons...	973	3.611	3,123	1,274	30	411	328	.....	.....
Iron, wrought.....	47	131	68	148	.....	.....	.....	.....	.....
Lard.....hogsheads...	.....	9	.....	.....	.....	10	6	19	11
Do..... barrels...	1,687	3,340	2,359	680	1,241	1,358	117	531	1,082
Do.....kegs...	169,315	256,036	199,204	126,276	151,420	131,111	70,276	110,206	115,645
Do.....pounds....	2,100	3,274	.....	.....	.....	505	.....	12,000	74,073
Leather .....bundles...	701	1,024	636	856	325	489	214	519	312
Leather, sides.....	391	25	.....	.....	.....	.....	240	135	385
Lime, Western, barrels.....	500	1,332	3,820	164	.....	.....	.....	.....	.....

* Imported through Lake Pontchartrain.

Receipts of produce from interior from 1828 *to* 1836—Continued.

Articles.	1835-'36	1834-'35	1833-'34	1832-'33	1831-'32	1830-'31	1829-'30	1828-'29	1827-'28
Lead, pig .....pigs...	295,644	251,733	203,100	180,062	122,933	151,251	254,805	146,203	183,712
Do..bar, kegs, and boxes.....	703	684	429	2,904	353	2,022	2,034	792	471
Do .....pounds...	.....	.....	.....	244,000	245,500	.....	.....	409,641	.....
Oats.....barrels...	17,950	15,516	16,854	10,415	2,169	1,852	4,110	5,210	1,763
Onions .....do.....	3,794	909	1,433	892	554	809	1,325	548	357
Oil, linseed.....do.....	167	641	515	483	57	1,666	1,840	2,940	2,637
Oil, bear.....do.....	40	68	93	154	18	151	146	254	63
Oil, castor.....do.....	1,299	503	363	275	347	572	726	166	91
Peach brandy....do.....	170	389	289	407	25	5	206	217	192
Pecans..... .....do.....	310	23	1	80	6	2	234	242	747
Pickles.....do.....	37	44	.....	73	57	19	108	156	88
Do.....kegs...	1,098	1,260	283	849	230	983	1,060	218	780
Potatoes..... barrels...	13,568	8,433	7,045	13,128	7,842	2,722	5,148	5,883	1,852
Pork.....do.....	78,816	93,381	91,985	59,378	67,672	62,152	35,407	49,110	35,817
Do.....hogsheads...	87	124	268	175	30	117	33	604	362
Pork,in bulk,pounds..	5,416,976	7,160,934	2,633,860	4,196,192	4,114,096	953,200	211,128	941,400	863,690
Porter and ale, barrels.....	756	49	1,723	733	1,516	206	631	424	536
Rum..... puncheons ..	140	537	500	66	.....	.....	.....	.....	.....
Do..... barrels...	1,398	1,410	2,080	1,776	397	684	87	416	286
Skins, deer, packages	4,338	2,610	5,093	5,223	3,809	2,805	4,089	6,215	3,160
Skins, bear, packages	65	91	174	311	197	140	128	150	155
Shot.....kegs...	1,361	2,477	2,064	1,223	1,196	3,096	4,528	2,433	1,127
Do.....bags...	.....	4	20	72	.....	.....	1	146	213
Soap..... boxes...	100	1,415	1,588	1,867	76	408	1,340	4,475	6,906
Shingles.....do.....	580,000	368,600	55,000	702,000	251,000	.....	.....	331,000	.....
Staves.....do.....	1,020,000	1,000,000	2,000,000	850,000	700,000	990,000	933,000	856,000	827,000
Cigars .....barrels...	105	37	50	27	2	.....	.....	22	11
Moss, Spanish.bales...	5,887	1,270	580	1,110	720	192	779	.....	.....
Tallow.....barrels...	335	440	712	1,936	1,587	631	1,337	3,900	612
Tobacco, leaf, hogsheads.....	49,934	35,787	24,963	21,361	30,015	32,708	33,781	29,432	30,345
Tobacco, chewing, kegs and boxes.....	1,065	1,393	2,383	2,841	11,468	1,875	1,668	4,571	4,978
Tobacco.....carrots...	.....	946	145	1,800	1,447	1,028	631	2,137	2,821
Do.....bales...	1,559	3,204	1,238	2,822	2,272	.....	.....	.....	.....
Twine.....bundles...	271	513	258	238	126	202	264	445	183
Do.....boxes...	45	78	66	42	11	21	67	139	234
Venison hams.....	4,272	4,906	9,222	6,229	970	4,698	4,135	28,152	6,670
Vingar..... barrels...	58	136	159	958	64	124	63	79	1,725
Whisky.....do.....	33,193	36,440	32,437	33,931	37,012	30,579	24,391	26,449	44,407
Window glass, boxes	2,864	7,898	3,496	3,170	1,195	2,115	4,741	912	459
Wheat, barrels and sacks	1,090	10,038	.....	.....	.....	.....	.....	.....	.....

Receipts of produce from interior from 1836 *to* 1840.

Articles.	1839-'40.	1838-'39.	1837-'38.	1836-'37.
Apples .....barrels...	24,387	6,724	27,561	18,856
Bacon, assorted.....casks...	7,350	13,648	11,715	8,131
Bacon, hams ....hogsheads...	4,412	6,249	5,565	6,429
Bacon, in bulk..... .....pounds...	1,117,987	1,501,900	985,250	1,492,877
Bagging .....pieces...	66,898	49,697	48,364	30,447
Bale rope ....coils...	47,970	62,602	61,005	21,256
Beans .....barrels...	2,026	405	4,015	5,519
Butter ....kegs...	10,429	7,557	11,967	7,369
Do.....barrels...	790	429	279	199
Beeswax..... .....do.....	182	155	117	255
Do .....pounds...	10,573	4,250	7,963	1,800
Beef ..... barrels and tierces...	10,843	10,773	6,153	9,859
Beef, dried .....pounds...	39,120	38,090	44,050	130,646
Buffalo robes..... .....packs...	5,447	4,035	2,929	4,816
Cotton:				
Louisiana and Mississippi.....bales...	747,894	469,231	566,406	443,307
Lake *..... ....do.....	14,960	12,156	13,836	11,643
North Alabamaand Tennessee.....do.. ..	155,466	69,347	124,539	132,080
Arkansas ....do.....	13,767	7,003	11,969	7,101
Mobile * .....do.....	15,649	16,768	23,301	7,655
Florida* ..... do.....	2,727	1,080	5,437	1,053
Texas.....do.....	3,982	2,929	3,232	9,974

* Imported through Lake Pontchartrain.

Receipts of produce from interior from 1836 *to* 1840—Continued.

Articles.	1839–'40.	1838–'39.	1837–'38.	1836–'37.
Corn meal.....barrels...	1,447	3,082	3,109	2,992
Corn in ears.....do.....	152,965	161,918	270,924	194,013
Corn, shelled.....sacks...	278,358	338,795	177,751	369,090
Cheese.....boxes...	428	319	510	201
Candles.....do....	390	34	800	23
Cider.....barrels...	524	184	1,627	735
Coal, Western.....do.....	99,915	94,362	99,220	61,118
Dried peaches.....do.....	18	32	37	239
Dried apples.....do.....	740	.....	35	792
Flax-seed.....tierces...	723	316	541	1,220
Flour.....barrels...	482,523	434,984	320,208	253,500
Furs.....boxes...	16	12	6	3
Do.....bundles...	1,121	301	615	575
Feathers.....bags...	489	457	141	152
Hemp.....bundles...	500	4,044	450	.....
Hides.....	29,962	19,582	12,235	22,287
Horns.....	18,660	27,450	7,050	16,376
Hay.....bundles...	7,603	9,915	13,525	20,594
Iron, pig.....tons...	1,001	411	1,834	415
Lard.....hogsheads...	146	313	30	.....
Do.....barrels...	5,007	8,620	3,737	3,664
Do.....kegs...	177,303	218,387	224,388	203,825
Lime, Western.....barrels...	1,020	900	500	590
Lead.....pigs...	307,397	309,528	294,448	260,223
Lead, bar.....kegs...	863	807	1,520	431
Lead, white.....do.....	.....	.....	.....	.....
Molasses.....barrels...	.....	.....	.....	.....
Oats.....barrels and sacks...	42,885	38,708	25,514	32,180
Onions.....barrels...	2,871	441	1,605	4,642
Oil, linseed.....do.....	195	180	400	249
Oil, castor.....do.....	669	357	564	905
Oil, lard.....do.....	.....	.....	.....	.....
Peach brandy.....do.....	9	51	177	196
Pickles.....kegs and barrels...	427	611	214	855
Potatoes.....barrels...	21,469	6,254	16,565	26,599
Pork.....do...	120,908	166,071	139,463	115,580
Do.....hogshead...	1,067	1,160	1,523	531
Pork, in bulk.....pounds..	5,099,987	7,192,156	3,474,076	8,939,135
Porter and ale.....barrels...	106	324	95	1,181
Packing yarn.....reels..	842	1,040	565	178
Skins, deer.....packages...	2,200	3,183	2,925	4,014
Shot.....kegs...	1,442	1,345	1,962	1,891
Sugar.....hogsheads...	.....	.....	.....	.....
Soap.....boxes...	66	300	587	83
Shingles.....	537,000	80,000	140,000	88,000
Staves.....	1,000,000	1,700,000	600,000	1,000,000
Tallow.....barrels...	200	748	135	73
Tobacco, leaf.....hogsheads...	43,827	28,153	37,588	28,501
Tobacco, chewing.....kegs...	912	1,856	4,069	1,427
Tobacco.....bales...	280	1,386	144	1,533
Twine.....bundles...	993	912	654	263
Whisky.....barrels...	55,857	29,353	51,580	44.790
Window glass.....boxes...	2,363	2,732	2,859	2,059
Wheat.....barrels and sacks...	63,015	17,280	2,027	6,422

The character of the articles carried down the river to New Orleans illustrates the advance and development of the valley from its first rude stage. The receipts include a far greater number of articles. Glass, iron, and other manufactures begin to appear among them, and the shipments are not confined to purely agricultural products.

In 1839 there were 362 steamboats on the Mississippi and its tributaries, none over seven years old. The average tonnage was 302 tons. Only four vessels exceeded 500 tons: the *Emperor* and *Mediterranean*, each of 600 tons and deemed colossal boats in their day; the *Saint Louis No.* 2,571 tons, and the *John Randolph*, 555 tons. The boats had been built, namely, at Pittsburgh, Cincinnati, Jeffersonville, New Albany, and Wheeling.

THE CANALS.

At the very time that the steam-boat was pronounced a success and was counted on to solve the problem of getting the products of the Mississippi Valley to market a new competitor appeared in the field to divert some of these products from the river by a new route to the seaboard. In 1825 the Erie and Ohio Canals were begun. In 1832 the waters of the Ohio River were connected by canal with Lake Erie and there with the Hudson. In 1835 the State of Ohio alone shipped 86,000 barrels of flour, 98,000 bushels of wheat, and 2,500,000 staves through by canal to New York. It was a startling commer-

cial change, the first blow the river commerce received. Hitherto all the heavier products had gone down the Mississippi, thence to be sent by sea to New York, and the singular fact was presented of goods being shipped down from western New York, only a few hundred miles from Manhattan, via New Orleans and the ocean, a roundabout route of over 3,000 miles. These shipments were now made through Cleveland and Buffalo. New Orleans, which at this time had as much business as it could well handle, did not see anything to fear from canal competition, and, indeed, although the canals handled a large amount of produce, they did not seem to affect the river route very seriously. The period, 1825–1850, shows a greater increase in the river trade than in that of the canals. The latter were closed a considerable portion of the year, and generally the season when the farmers were desirous of sending their crops to market. Moreover, the tide of population was pushing still further westward into the regions where the artificial water ways, canals, could not compete with the natural outlets, the rivers.

The fifteen years of competition between 1825 and 1840 showed no proportionate gain for the canals. The produce of the lake country of northern Ohio and of western Pennsylvania found its way to the seaboard by them, but as far up the Ohio as Wheeling goods were sent mainly via river. The competition between the two routes was scarcely felt at Cincinnati until after 1850. All the leading tributaries of the Ohio, the Cumberland and Tennessee in particular, sent their produce down the river to New Orleans in steamers and flat-boats. A comparison of the business done by the river and the canals about this time shows that the increase in the canal traffic did not keep pace with the rapidly advancing population of the Mississippi Valley.

But a new and more dangerous competitor was coming into the field. A few miles of railroad were laid in 1830. The experiment was successful, and the railroad mileage was extended every year. There was no idea of competition with the water routes at that time, but the railways were regarded as excellent institutions to supply connection where there were no water ways open. And those built in the Lower Mississippi Valley were generally as feeders to the river. For the first ten or twenty years the roads were purely local, of comparatively short mileage, and but little idea was entertained of a connected through line to the West. There were breaks and gaps in all of them. One rode a few miles in the cars, then came a day's journey in a coach, then more rail, to be followed by another coach ride. From such transportation as this there was of course no danger to fear.

The spirit of internal improvement was strong throughout the country at that time, and immense works undertaken. The demand seemed to go hand in hand for the construction of railroads and the improvement of the rivers, and such a thing as the antagonism of river and rail seemed to be little thought of.

THE MEMPHIS CONVENTION.

In 1845 met the first great river convention. Its meeting place was Memphis. There were fifteen States represented by their leading citizens, and many of their Representatives in Congress, and John C. Calhoun, then Senator from South Carolina, was chosen president. The speeches made and resolutions adopted showed that the people of the river States had the utmost confidence in the future of the Mississippi, and regarded it as the great highway of the nation, to be cared for and improved by the Federal Government. The resolutions were strongly in favor of river improvement, and statistics innumerable were produced to show that in the course of a very few years the total foreign commerce of the United States would be as nothing as compared with the traffic on the Mississippi. Mr. Calhoun himself dwelt at length on the possibilities of the great American river, and figured out conclusively from the increase of the past twenty years that by 1886 44,000 steamers and flat-boats would be required to carry the produce of the valley to New Orleans, and 16,680 vessels needed to convey it hence to coastwise and foreign ports. These were undoubtedly correct enough figures, if no difficulties or set-backs were incurred. Indeed, they are underestimates of the business of the valley to-day. The danger of railroad competition did not strike the river interests as forcibly as it ought to have done. The place of these 44,000 steamers is largely supplied by locomotives.

The Memphis convention was a matter of the greatest importance in the history of the Mississippi Valley; it proved for the first time the importance of the river trade, and it showed the strength of the river interests. For half a dozen years the papers and people of the Mississippi Valley continued to talk with enthusiasm of the great convention, and it was counted on to turn back whatever trade had wandered away from the Father of Waters, and to assure the dominion of that stream.

The convention was certainly a body of considerable importance and it included many of the leading statesmen of the day. Conventions, moreover, were a novelty then and commanded more respect as representatives of popular sentiment than they proba-

bly do in this age, when they are far more numerous. The resolutions adopted were as follows:

"*Resolved*, That safe communication between the Gulf of Mexico and the interior afforded by the navigation of the Mississippi and the Ohio Rivers and their principal tributaries is indispensable to the defense of the country in time of war, and essential also to its commerce. That the improvement and preservation of the navigation of these great rivers are objects as strictly national as any other preparation for the defense of the country, and that such improvements are deemed by the convention impracticable by the States or by individual enterprise, and call for an appropriation for the same by the National Government.

"*Resolved*, That the deepening of the mouth of the Mississippi so as to pass ships of the largest class, cost what it may, is a work worthy of the nation, and would greatly promote the general prosperity.

"*Resolved*, That the millions of acres of the public domain lying on the Mississippi River and its tributaries, now worthless for purposes of cultivation, might be reclaimed by throwing up an embankment so as to prevent overflow; and that this convention recommends such measures as may be deemed expedient to accomplish that object, by the grant of said lands or an appropriation of money."

The resolutions of the convention were not without effect. That in regard to the swamp lands was adopted by Congress in 1849, and all the overflowed lands in Louisiana given for the building of levees; and in 1850 the provisions of the swamp-land act were extended to the other States. The result was soon seen in the construction of a system of levees along the entire river front from Memphis down on the left bank of the river and on a large portion of the right bank, thus bringing into cultivation a large amount of fertile land that had not been used hitherto because it was subject to overflow.

The convention of the river interests brought about a considerable agitation of trade matter, and many facts and figures were brought out which would not otherwise have been made known. The steam-boat tonnage of the Mississippi was found to be 1,262,780 tons, and the flat-boat tonnage 620,000 tons, making a total of 1,882,780 tons shipped and received each year. The value of the boats was $10,522,426, and the number of boatmen employed 20,418. The total river business was estimated at $231,432,090, which is probably very near the correct figure. Of this, New Orleans received $45,716,045, and shipped $35,225,600, making its total river trade $80,941,645, or one-third of the total.

New Orleans was by long odds the most important river city, for it was here that the great bulk of the produce of the Mississippi Valley found its outlet to market. There were regular lines of steamers to Cincinnati, Pittsburgh, and all the Ohio River points, but a large proportion of the produce of the Ohio Valley found its way to market by the cheap, if somewhat dangerous way, of flat-boats. Particularly was this so of Indiana, from which, through the Wabash and innumerable other streams, then considered navigable, came down each year hundreds of flat-boats. A considerable river business was also done with Saint Louis and with the lead country around Galena. Regular local packet lines ran to Vicksburg, Natchez, Rodney, and Bayou Sara on the upper coast, and up the Yazoo, Red, and Arkansas Rivers.

Of the lower river towns, that is those south of the Ohio, the most important were Memphis, Vicksburg, and Natchez, and it may be noted that in 1843 each of these shipped more cotton by river to New Orleans than they do to-day. The average annual shipments of Memphis down steamers were 100,000 bales, of Vicksburg 75,000 bales, and of Natchez 50,000.

The relative importance of the river towns is shown in their tonnage.

In 1842 the tonnage of steam-boats engaged in the Western trade was estimated as follows:

	Tons.
New Orleans	80,993
Saint Louis	14,725
Cincinnati	12,025
Pittsburgh	10,107
Louisville	4,618
Nashville	3,810

The flat-boats numbered, as far as can be estimated, 4,250, but they made only one voyage a year, and never returned up stream, while the steamers averaged from eight to ten per year.

In the next four years the river steam tonnage doubled, and reached 249,055 in 1846, when the total commerce of the Mississippi and its tributaries was $296,613,438, of which New Orleans possessed $77,193,464. In 1849 it had risen to $381,554,305, New Orleans's share being $81,989,692.

As the first two decades of the century showed the settlement of the Ohio basin, and a rapid increase in population and production, so the next two resulted in the settlement of the Lower Mississippi region from Louisiana to the mouth of the Ohio. The removal of the Indian tribes to the Indian Territory, the building of levees, and the immense increase in the demand for cotton, hastened the development of West Tennessee, Mississippi, Arkansas, and Northern Louisiana. The Western products received at New Orleans, although they did not fall off, constituted a smaller percentage of the city's total trade, while cotton and sugar became each year more important items commercially. In other words, the Western trade, while not growing less, did not increase as fast as that section advanced in population and production, nor as fast as the cotton trade.

It was during this period that the South first began to insist on the sovereignty of King Cotton, and New Orleans claimed, like Mahomet, to be its prophet. The rapid development of the cotton manufacturing industries in Europe incited the planters to devote more and more acres to it, and it became highly profitable to cultivate cotton even on credit. New Orleans was overflowing with money in those flush times, and lent it readily, and the credit system of the South was firmly established, to last even to this day. The system became universal among the planters, particularly those engaged in raising cotton and sugar, and New Orleans became not only the lender of money at a high rate of interest, but the depot of western supplies, which it advanced in large quantities to the planters throughout the vast region then tributary to it. The whole agricultural country along the Lower Mississippi and its bayous and streams became, in a manner, the commercial slaves of the New Orleans factors, and were not allowed to sell to any one else or buy from them. The western produce shipped down the river never stopped at the plantation, but was sent direct to New Orleans, and thence transshipped up the river over the same route it had just gone. When the big collapse of 1837 came the banks of New Orleans, with a circulation of $7,000,000, purported to have a capital of $34,000,000, a great majority of them being wrecked in the storm. Within a few years, however, New Orleans recovered from the shock and strengthened its hold on the planters.

COMPETITION WITH THE RIVER.

While the Mississippi Valley was listening at the Memphis convention to the story of its glories to come, and river men were calculating on the immense traffic that was assured the future, New Orleans was confident of the future. Few of its people anticipated any danger of its future, and it was predicted not only in American papers but in the British Quarterly Review that it must ultimately become, on account of the Mississippi, the most important commercial city in America, if not in the world.

That eminent statistical and economical authority, Debow's Review, declared that "no city of the world has ever advanced as a mart of commerce with such gigantic and rapid strides as New Orleans."

It was no idle boast. Between 1830 and 1840 no city of the United States kept pace with it. When the census was taken it was fourth in population, exceeded only by New York, Philadelphia, and Baltimore, and third in point of commerce of the ports of the world, exceeded only by London, Liverpool, and New York, being, indeed, but a short distance behind the latter city, and ahead of it in the export of domestic products. Unfortunately, its imports were out of all proportion with its exports. It shipped coffee, hardware, and other heavy articles like this up the river, but it left the West dependent on New York and the other Atlantic cities for nearly all the finer class of manufactured goods they needed.

Later on, when the West began to go into manufacturing itself, and Cincinnati and Pittsburgh became important manufacturing centers, New Orleans imported their goods and reshipped them to the plantations. Of these shipments up-stream over 75 per cent., strange to say, were articles which had previously been sent down-stream. Cincinnati sent its lard, candles, pork, etc., to New Orleans to be carried up by the coast packets to Bayou Sara and Baton Rouge. From these latter towns were shipped so many hogsheads of sugar and barrels of molasses to New Orleans to be thence sent by the Cincinnati boats to the Ohio metropolis. There was no trade between the Western cities and the Southern plantations, very little even with the towns; it all paid tribute to New Orleans.

The upper Mississippi had from 1850 become the center of immigration and production, and New Orleans, which had formerly depended on the Ohio River country almost wholly for its supplies, now largely got them from Saint Louis. About 1850 the traffic with Saint Louis exceeded that with Cincinnati. In 1859, 32 steamboats of 48,726 tons were required for the Saint Louis and 36 of 26,932 tons for the Cincinnati trade.

Next in importance to New Orleans among the lower river towns was Memphis, which had steadily increased its traffic, as follows:

1851	$4,978,000
1853	6,377,000
1854	8,266,500
1857	11,938,959

The boats landing at Memphis the latter year were: Steam-boats, 2,279; flat-boats, 379; of a total tonnage of 901,214. The shipments were nearly entirely to New Orleans. There were shipped 233,081 bales of cotton, of which 204,281 went south to New Orleans, 786 north to Saint Louis, and 28,014 to the Ohio River. The other shipments were wheat, flour, tobacco, furs, peltries, etc.

Vicksburg had passed Natchez, the leveling and settling of the Yazoo delta having made it the point at which the cotton floated down the Tallahatchie, Coldwater, Yalobusha, Sunflower, and Yazoo Rivers on flats was transferred to steamers. The construction of the Southern Railroad to Jackson had made it also the river port for the shipment of the cotton of central Mississippi to market.

Natchez continued an important social center and the shipper of cotton in the rich district of southwestern Mississippi.

Bayou Sara, as the most western point of sugar production on the Mississippi, was the terminus of what is known as the upper coast packets, and has continued so to this day.

Baton Rouge was important as the State capital of Louisiana, but its shipments of produce were small. Below Baton Rouge the steam-boats loaded directly from the plantations; the towns were small and of little commercial importance. During all this period the Mississippi River steam-boat had improved in size, in speed, and in appearance. Discarding the idea of making the river craft like those of the sea, a new genus of vessel had developed, especially adapted to the needs of the Mississippi and its tributaries, adapted to both passenger and freight traffic, of light draught and great speed, and good carrying capacity. Changes had been made from time to time in the machinery employed and in the shape and appearance of the boat until finally a standard was reached that has been changed little in the last half century.

The first boat with a saloon and state-rooms, was applauded by the press as luxurious in the extreme. These cabins were steadily improved until they became really the equal of the finest ocean steamers on the Atlantic. The passenger business of the steam-boats was very large; indeed, they carried all the passengers in the Mississippi Valley, and it was one of the surest sources of profit.

In size there had been a steady advance. In 1839 but 9 steamers on the Mississippi were over 500 tons, and 13 between 400 and 500. The average tonnage of a steam-boat was only 164. In 1846 108 steam-boats were built at a cost of $1,450,000, and of a tonnage of 51,660, an average of 479. One of these was a steamer of 887 tons, another of 750. They were built almost wholly on the Ohio River. Of the first 418 there were built at—

Pittsburgh	112
Cincinnati	70
Louisville, New Albany, and Jeffersonville	55
Wheeling	20

The others were at Brownsville, Marietta, Portsmouth, and other points.

SPEED OF STEAM-BOATS.

Recognizing the fact that the steam-boats had superseded the flat-boats only because of their greater rapidity, and that in the movement of products that route which moved fastest would be the most successful in the long run, the aim of the steam-boat builders was to make them faster. In this they succeeded admirably. Each steamer aimed to beat its predecessor, and the improvement in time made to all river points shows how rapid was the development of the steam-boat, how great the rivalry between them, and how well recognized was the doctrine that the problem of celerity was the problem of river transportation. The following tables, showing the best time from New Orleans and important river points, marks the improved speed of the steamers:

Best river time from New Orleans.

NEW ORLEANS TO NATCHEZ.

Year.	Name.	Time.		
		D.	*H.*	*M.*
1814	Comet	5	10	...
1815	Enterprise	4	11	20
1817	Shelby	3	20	...
1819	Paragon	3	8	...
1828	Tecumseh	3	1	20
1834	Tuscarora	1	21	...
1837	Natchez	1	17	...
1840	Ed Shippen	1	8	...
1844	Sultana	1	19	45
1853	New Natchez		17	30
1856	Princess		17	25
1870	Natchez and R. E. Lee		16	36

NEW ORLEANS TO CAIRO.

1844	J. M. White	3	6	44
1853	Eclipse	3	4	4
1854	A. L. Shotwell	3	3	40
1870	R. E. Lee	3	1	1

NEW ORLEANS TO LOUISVILLE.

1815	Enterprise	25	2	4
1816	Washington	25	...	...
1819	Shelby	20	4	20
1828	Paragon	18	10	...
1834	Tecumseh	8	4	...
1837	Express	6	15	...
1838	Sultana	5	15	...
1842	Ed Shippen	5	14	...
1849	Sultana	5	12	...
1851	Boston	5	8	...
1852	Belle Key	4	20	...
1858	Reindeer	4	19	45
1858	Eclipse	4	9	31
1859	A. L. Shotwell	4	9	19

NEW ORLEANS TO CINCINNATI.

1843	Duke of Orleans	5	18
1881	Reuben Springer	5	12

While the best time made in all these lines has been made since the war, it will be noted that the increase in speed has not been as marked during latter years as in the *ante-bellum* days. In the first twenty years the rapidity of steam-boat travel had been increased 308 per cent.; in the next twenty years 90 per cent.; in the last thirty years hardly 5 per cent. It would seem, therefore, that the maximum of speed was almost reached in the fifties, as the advance since then has been small.

STEAM-BOAT DISASTERS.

From the very first day that steam-boats had begun to navigate the Mississippi they had met with accidents during their first forty years. The following total of losses are counted against them:

	Lost.
1810 to 1820	3
1820 to 1830	37
1830 to 1840	184
1840 to 1850	272
Boats, the dates of whose loss is unknown	576
Total in forty years	1,070
Tonnage	85,256
Cost	$7,113,940
Killed at accidents	2,299
Wounded	1,881
Killed and wounded	4,180

Of the accidents, 166 boats were destroyed by fire, 209 by explosion, 45 by collision.

In 1840 the number of boats snagged was 21, valued at $330,000. In 1841 the number snagged was 29; loss, $464,000; in 1842, 68. In one month of that year 11 vessels were lost between Saint Louis and the mouth of the Ohio, a distance of only 175 miles, the loss being $234,000. In the seventeen months succeeding 72 boats were lost, valued at $1,200,000. In 1846 36 vessels were lost, of which 24 were by snags, sunken rocks, or logs; damage, $697,500; lives lost, 166. In consequence of these many accidents the cost of running a vessel on the river was estimated at three times that on the lakes. In his report to the Memphis convention, in 1845, Mr. Calhoun estimated the loss of steamers on the Western water ways at 11 per cent. of the entire number, the average life of a vessel being only nine years. In the six years between 1840 and 1846 no less than 225 steam-boats were lost on the Western water ways, an average of 56 per year. The record of 1846 is bad enough:

Steam-boats lost, 1846	120
Snagged	46
Sunk	38
Burst boilers	16
Colision	15
Destroyed by fire	13
Shipwreck	10
Cut down by ice	7

The following gives the actual losses in life of two average seasons of river business:

Years.	Number of accidents.	Number of killed.	Number of wounded.
1853	31	319	158
1854	48	587	228

The most active year in steam-boat business and the one chronicling the heaviest losses was that immediately preceding the war.

The following is the record for 1860:

Number steam-boats destroyed and damaged	299
Number canal-boats and barges	48
Coal and flat boats	208
Steam-boats totally destroyed	120
Causes of disasters:	
Sunk	111
Burned	31
Exploded	19
Collisions	24
Snagged and damaged	44

Causes of disasters—Continued.

Damaged by storm	39
Breaking machinery	21
Collision with river bank	8
Loss of life	254
Loss of steam-boat property	$2,000,000

The relative dangers of navigation are well shown in the table of insurance rates agreed on from New Orleans in 1847:

	Per cent.
White River not above junction with Black	1
Black River to Batesville	1½
Above Batesville on Black	2
Ouachita River not above Bayou Bartholomew	¾
Ouachita to Camden	1
Ouachita above Camden	1½
Black River (of Louisiana)	⅔
Red River to—	
White	⅔
Natchitoches	¾
Shreveport	1
The Raft	1¼
White Oak Shoals	2½
Red River above White Oak Shoals	3½
Bayou Teche	¾
Cumberland River to Nashville	¾
Tennessee River to—	
Reynoldsburg	¾
Tuscumbia	1
By flat-boats on Tennessee River—	
From Tennessee	2
Duck River	2
Elk River	2½
Cotton by keel-boats and flat-boats reshipped on steam-boats, from—	
Forked Deer and Obion Rivers	1½
Yalobusha not above Grenada, reshipped at junction with Tallahatchie	1½
The Tallahatchie	2
Yalobusha above Grenada	2

	Per cent.
Cotton by flat-boats, from—	
Tennessee River	2
Elk River	2½
Duck, Forked Deer, Obion, and Hatchie Rivers	2
Tallahatchie	2½
Yalobusha	2¼
Big Black	1½–2½
Steam-boats on Mississippi:	
From Bayou Lafourche to Bayou Sara	¼
To Natchez	7/20
To Milliken's Bend	⅔
To mouth of White River	½
To Randolph	3/7
To mouth of Ohio	13/20
Big Black River	1
Yazoo River—	
To Yazoo City	1
To Yalobusha	1¼
To Coldwater River	1¼
On Coldwater to Belmont	1½
Above Belmont	1¾
Arkansas River—	
Not above Arkansas post	¾
To Little Rock	1
To Sparta's Bluff	1½
To Fort Smith	2
Above Fort Smith	3

The insurance rates, which largely increased the cost of transportation, operated unfavorably to the river route. In all the tables of freight rates the actual charges from any point in the Mississippi Valley to the seaboard and to Europe was less by steamboat than by rail or canal, but the loss of time, insurance, losses, and deterioration in many cases from the carriage by river more than offset this difference.

SOUTHERN AND WESTERN PRODUCE.

The Mississippi had been opened in the first five years of the Republic, and afterwards purchased by the United States, mainly to accommodate the trade of the western Ohio States. The West from 1840, when the railroads first began invading the Mississippi Valley, had become less and less interested in the river route to the ocean, and while there was still a heavy traffic from Saint Louis to Cincinnati and from Cincinnati to Pittsburgh, the decrease in the receipt of Western produce at New Orleans became marked. Here is a comparison for the eleven years preceding the war:

Table showing the value of the Southern staples and Western produce received at New Orleans each year.

Years.	Cotton.	Sugar.	Molasses.	Tobacco.	Other products.	Total.
1849–'50	$41,835,156	$12,396,150	$2,400,000	$6,166,400	$34,049,173	$96,897,873
1850–'51	48,756,764	12,678,180	2,625,000	7,736,600	35,127,539	106,924,083
1851–'52	48,592,222	11,827,350	4,026,000	7,196,185	36,409,951	108,051,708
1852–'53	68,759,424	15,452,688	5,140,000	7,938,650	37,442,973	134,233,735
1853–'54	54,749,602	15,726,340	3,720,000	4,228,100	36,912,756	115,336,798
1854–'55	51,390,720	18,025,020	1,255,000	7,111,370	36,424,713	117,106,823
1855–'56	70,371,720	16,199,890	4,582,242	7,982,800	45,119,429	144,256,081
1856–'57	86,255,079	8,137,360	2,685,300	11,892,120	49,091,510	158,061,369
1857–'58	88,127,340	17,900,608	4,601,015	13,628,327	42,798,256	167,155,546
1858–'59	92,037,794	24,998,424	6,470,817	9,161,750	40,283,879	172,952,669
1859–'60	109,389,228	18,190,880	6,250,335	8,499,325	42,881,486	185,211,254

During this period the value of the cotton receipts increased 160 per cent., of sugar and molasses 66 per cent., but the Western products showed little advance. They were being gradually carried away from New Orleans by the canals and railroads, principally the latter. The receipts at New Orleans were no longer for export as formerly, but almost wholly for the consumption of the city or for plantation use.

The following table shows the proportion of Western and Southern produce received at New Orleans during the years 1854–'58:

Value of produce of the interior.

Articles.	1857–'58.	1856–'57.	1855–'56.	1854–'55.
Cotton	$88,127,340	$86,255,079	$70,371,720	$51,390,720
Sugar	17,900,608	8,137,360	16,199,890	18,025,020
Tobacco	13,628,327	11,973,645	8,072,775	7,215,195
Flour	7,078,215	9,034,179	8,407,305	5,553,166
Pork	5,769,130	5,859,287	5,584,505	4,980,557
Lard	4,606,630	4,262,958	3,381,278	4,092,530
Lead	696,964	91,455	409,940	359,290
Molasses	4,601,015	2,685,309	4,582,242	4,255,000
Bacon	5,665,488	6,772,241	4,570,363	4,993,154
Corn	1,904,211	2,533,237	3,020,031	2,402,440
Whisky	1,001,656	2,329,132	1,785,036	1,306,248
Wheat	802,550	2,327,886	2,783,476	87,606
Bagging	463,983	512,448	610,290	608,670
Beef	497,490	484,585	824,289	610,414
Hemp	344,675	390,090	504,540	940,050
Bale rope	1,066,208	1,123,460	1,013,310	667,352
Butter	380,275	360,550	395,065	267,628
Hay	273,934	296,805	612,350	366,370
Hides	309,522	579,411	455,293	189,670
Coal	1,250,500	1,150,500	444,150	559,900
Potatoes	473,582	185,322	456,390	176,343
Staves	747,500	455,000	232,350	188,000
Tallow	27,150	28,950	32,265	21,330
Feathers	44,300	41,150	32,676	30,184
Oats	682,378	629,073	587,180	549,972
Corn meal	3,500	4,280	960	1,013
Other articles	8,808,416	9,557,967	8,888,412	7,260,001
Total	167,155,546	158,061,369	144,256,081	117,106,823

What is known as Western produce was but 18 per cent. of the total receipts at New Orleans, against 61 per cent. half a century before.

ROUTES TO THE SEABOARD.

In 1845 it was estimated that of the produce of the Mississippi Valley shipped to seaboard one half found its way to market via the canals, railroads, and other means of transportation to the Atlantic coast, and the other half went by way of New Orleans. Of the imports, however, New Orleans handled a much smaller proportion, and of those the heavier products were shipped to the West by the canals and the lighter by the railroads. In 1846 the receipts of flour and wheat at Buffalo exceeded those at New Orleans, and those who favored the river route began for the first time to express some alarm. The newspapers and magazines of the time are filled with a discussion of this question, and those of New Orleans insisted that the natural water way to the ocean was the cheapest, and no artificial route, whether rail or canal, could long successfully compete with it.

In the meanwhile, however, the receipts by the New York State canals at tide water had increased as follows:

Year.	Tons.	Value.	Year.	Tons.	Value.
1826	302,170	.....	1838	640,481	$23,038,510
1834	583,596	$13,405,022	1839	602,128	20,163,199
1835	753,191	20,525,446	1840	669,012	23,213,573
1836	699,347	26,932,470	1841	774,335	27,225,322
1837	611,781	21,822,354	1842	666,626	22,751,013

The change was most marked in the wheat and flour trade. In 1835 there arrived at tide-water by the Erie Canal 128,552 tons of wheat and flour, of a value of $5,719,795, and it increased as follows:

Year.	Tons.	Value.	Year.	Tons.	Value.
1835	128,552	$7,395,939	1841	201,360	$10,165,355
1836	124,982	9,796,540	1842	198,231	9,284,778
1837	116,491	9,649,156	1843	248,780	10,283,454
1838	133,080	9,883,586	1844	277,865	11,211,677
1839	124,683	7,217,841	1845	320,463	15,962,950
1840	244,862	10,362,862	1846	419,366	18,836,412

This was by a single canal. The Pennsylvania Canal transported a much larger variety of articles, while the Erie diverted the corn and wheat. The Pennsylvania route took annually some 20,000 hogsheads of tobacco that had formerly gone down the river, all the pig-iron manufactured around Pittsburgh, and large quantities of lard, bacon, and other Western products. Its imports included all kinds of manufactured goods, china-ware, cotton, dry goods, earthenware, glassware, hardware, hats, shoes, and muslin, and as early as 1846 it supplied the Ohio basin with more manufactured goods than the Mississippi did.

A comparison made by De Bow's Review at this time of the relative cost of transportation by rail and river declared the latter to be the cheapest, and estimated the cost of transportation of produce per ton per mile:

	Cents.
Canal, exclusive of tolls	1½
Railroads	2½
Steam-boats on lakes	3
Steam-boats on Ohio and Mississippi	½ to 1½
Average	¾

This is scarcely a fair statement of the case, but even with these figures it will be seen that as the steam-boats had to go from 60 to 120 per cent. farther in miles, had to pay a heavy insurance, and when they reached destination (New Orleans), the freight had a heavier ocean rate to pay than at the Atlantic seaboard, there was less advantage in the river route than these figures would seem to indicate.

In 1846 it was noted that for the first time the receipts of flour and wheat at Buffalo exceeded those at New Orleans. In 1847 the canals and railroad had still further invaded the river territory, flour being shipped from Cincinnati direct to New York. Over the Erie Canal the cost per barrel was $1.53; via Pittsburgh, $1.40; via New Orleans, $1.30; but the extra risk via latter route made the cost by the river $1.50.

Attention was soon after called to the fact that between 1835 and 1849 the increase of shipments of Western produce by the Erie Canal had increased: flour, 800 per cent.; wheat, 1,300 per cent.; staves, 4,000 per cent.; provisions, 1,000 per cent.; wool 2,000 per cent.

Big as these figures are there was little to alarm the river interests. The canals had undoubtedly captured a portion of the valley trade, but the lines of competition between the canal route and the river route became more definitely marked, and the Mississippi route was able to show that in the decade 1841–'51 it had kept ahead of the Hudson as the recipient of Western produce, as follows:

Received at seaboard from 1841 to 1851:

By Mississippi	$857,658,164
By Hudson	484,924,474

Of the former receipts, however, only $282,642,620 were of Western produce. The Hudson was receiving over three-fifths of the surplus products of the Western country.

Although no years in the history of New Orleans were apparently more prosperous than the ten preceding the war, although the city's receipts of produce constantly increased, the trade papers were continually sounding notes of alarm, calling attention to lines of trade lost, and singing Cassandra warnings.

De Bow notices, for instance, that in 1850 large quantities of flour were being shipped East from Cincinnati.

In 1859 De Bow's Review congratulated New Orleans that some of this trade was coming back to it, and pointed out that the New Orleans route was the cheaper for flour.

By rail and sea:	
Cincinnati to New York	$1.75
New York to Liverpool	.50
Total to Liverpool	2.25
By river and sea:	
Cincinnati to New Orleans	.50
New Orleans to Liverpool	.96
Total to Liverpool	1.46

These statistics, flattering as they were, could not turn the course of trade, and New Orleans never regained any considerable proportion of this flour or grain trade. In later years there was a marked movement in the shipment of grain from the upper-river States, but the Ohio River wheat and flour trades were measurably lost, and about the same time the tobacco trade, which in the earlier days of the city had been larger than the cotton trade, grew relatively less, a large portion of the crop finding an outlet elsewhere. The receipts of tobacco for the decade immediately preceding the war showed no advance over the receipts during the period 1840–'50, although there had been a large increase in the crop.

In 1852 the lead trade from Galena and Missouri, which had formerly passed through New Orleans, was lost to it, the railroads having made through connections with Galena. The receipts of lead at New Orleans had reached a maximum of 785,495 pigs in 1846, and had averaged nearly 600,000 pigs for the previous half-dozen years. It sank suddenly, and in 1856 was but 18,291 pigs, and soon after it disappeared altogether from the commercial records of New Orleans, being an item too small for consideration. This trade, however, was merely a transit one, the shipments being through New Orleans as the cheapest route to New York and Europe. In 1852 that route was no longer the cheapest, the railroads underbidding it.

Thus, with each year, did New Orleans become more and more a cotton city. In 1852, the very year that it was losing the lead trade of Missouri and Illinois, and the flour trade of Ohio, cotton passed in value all the other products received; and in 1859–'60 it was in value 60 per cent. of the total receipts, and the bulk of the other articles were imported simply to supply the cotton-planters and enable them to carry on their places.

While the railroads were taking away the produce of the Mississippi Valley, another evil was affecting the river route in the difficulty of getting the produce from New Orleans to the ocean, on account of the bars at the mouth of the river. The use of steam had greatly increased the size of vessels in the New Orleans trade. They had averaged but 500 tons each in 1840. In 1846, for the first time, the commercial reports recognize the arrival of steam-ships which were then but 109 in a total of the 2,981 ocean vessels that came to New Orleans. As early as 1829 attention had been called to the mouth of the river, and at various times between that date and 1851 surveys and reports had been made, without, however, accomplishing any actual result. In 1837 Northeast Pass, through which most of the vessels to New Orleans came, shoaled up and became useless, but Southwest Pass was found to serve present purposes, and was used until 1850.

By that time the draught of vessels to New Orleans had increased or 15 or 16 feet, and vessels of over a thousand tons could not get to the city without great difficulty. In 1852, within a period of a few weeks there were forty ships aground on the bar suffering detention there from two days to eight weeks. Many of these had to discharge their cargoes into lighters over 100 miles from their wharves in New Orleans. In 1853 a memorial presented to Congress by the commercial trades of New Orleans represented that vessels with cargoes valued at $7,367,339 were delayed at the mouth of the river, either unable to get into it or to get out.

This evil naturally increased the freight charges from New Orleans and tended to the injury of the river route. The evil was constantly recurring, and was not fully remedied until 1874, when the jetties were constructed.

These were a few of the difficulties which conspired just about the time that the railroads were penetrating into the Western country to turn freight in their direction. The situation was better recognized than it had been at the time of the Memphis convention, which had felicitated itself that nothing could then divert trade from the Mississippi.

De Bow's Review, the leading commercial authority of New Orleans, complained of the apathy in the port of New Orleans and pointed out that the eastern cities were turning trade away from it by canals and railroads. The general belief was that if New Orleans had a railway it could keep the trade, and immediately a railroad agitation was inaugurated which resulted in the construction, largely through the assistance of the city, of the Nashville Railroad. Save 80 miles westward and of the Opelousas Railroad westward, the city had possessed for twenty-odd years, the Pontchatrain road, but had done little with it.

The only railroad in the southern river country, the Vicksburg and Jackson, formerly the Southern road (now a portion of the Vicksburg and Meridian) had acted as a mere tributary to the river and carried the cotton from the rich countries of Central Mississippi to Vicksburg, whence it could be shipped by steam-boat to New Orleans. Its business steadily grew with the increased population and cultivation of Mississippi, and, commencing with 34,901 bales in 1847, it had increased to 55,880 in 1851, 70,523 in 1852, and 97,868 in 1853.

No one in the Southwest at that time imagined that railroads could compete with the Mississippi; and the former were regarded as feeders to the river or for getting the produce out of a country from which there was no exit by a water route, and it remained

for a future year to see railways built along the bank and parallel to the Father of Waters and its chief tributaries.

THE DECADE BEFORE THE WAR.

Although not relatively the most prosperous period in the history of river commerce, this period 1840–1860, is, in the view of most steam-boat men, the flush time of river commerce. In these twenty years its volume had increased fivefold, and the steam-boats had made a wonderful advance in beauty, size, and ornamentation. If the railroads and canals had carried off some of the produce of the valley, the river towns still kept up a large traffic, and New Orleans, Cincinnati, and Saint Louis competed with each other as to which should stand at the head of the list.

While the two latter sometimes passed New Orleans in the number of arrivals of steam-vessels, in the tons of freight, and value of produce, the Crescent City was never distanced until war closed it to commerce. It had regular lines to all the important towns, Pittsburgh, Cincinnati, Louisville, and Saint Louis, and it controlled, to a great extent, the commerce of the Tennessee, Cumberland, Arkansas, Red, Yazoo, and other streams.

In the period 1840-1850 the steamers running between New Orleans and Louisville were the *Gen. Brown*, *William French*, *Diana*, *Ed. Shippen*, and others. Later on came the *Bell Key*, *Bostona*, *Grace Darling*, *Peytona*, *Atlanta*, *Megara*, *R. J. Ward*, *Eclipse*, and *Shotwell*, with a tonnage of 1,200 tons.

Between New Orleans and the Tennessee River were the *Huntsville*, *Knoxville*, *Mohican*, *Cherokee*, *Choctaw*, *Eastport*, and others which brought out 180,000 bales of cotton each year and 15,000 hogsheads of tobacco that afterwards found the way by rail to the Atlantic ports.

On the Cumberland were the steamers *Old Hickory*, *Helen Kirkwood*, *Harry Hill*, and *Tennessee* running to Nashville and bringing to New Orleans each year some 120,000 bales of cotton and 12,000 hogsheads of tobacco.

The *Yorktown*, *Monarch*, *Duke of Orleans*, and ten other vessels ran regularly between New Orleans and Cincinnati.

The lines to Saint Louis included the *George Collier*, *Autocrat*, *Maria*, *Alexander Scott*, *Henry of the West*, *Meteor*, *Maria Denning*, *Imperior*, *E. J. Gay*, *Charles Chouteau*, *Illinois*, and *John Walsh*.

The Memphis trade between 1848 and 1861 included the *Bulletins* No. 1 and No. 2, the *John Semond*, *H. R. W. Hill*, *Ingomar*, *Prince of Wales*, *Ben Franklin*, and other steamers, and brought down to the Gulf 325,000 bales of cotton.

The Ouachita River trade between 1850 and 1861 included the *Rockaway*, *D. S. Stacey*, *Farmer*, *Paul Jones*, *Cora*, *Lizzie Simmons*, *R. W. Kimball*, *Frank Pargaud*, and others, and brought out of the river and its tributaries 150,000 bales of cotton.

The Red River lines between 1848 and 1861 included the *Caddo*, *Latonia*, *St. Charles*, *Compromise*, *H. M. Wright*, *R. W. Powell*, *R. W. Adams*, *B. L. Hodge*, *Duke*, *Grand Duke*, and *Dublin*. These steamers ran to Shreveport; other packets running above to Jefferson, and above the raft which here impeded navigation.

Another line to Alexandria and Natchitoches included the *P. F. Kimball*, *Peter Dalena*, *Prota*, and *Rapides*.

These vessels brought annually out of Red River some 250,000 bales of cotton and miscellaneous products of all kinds.

The Arkansas trade included the *Gem*, the *Thirty-fifth Parallel*, the *Arkansas*, which brought out some 150,000 bales of cotton, running as high as Little Rock, to Fort Smith in high water, and sometimes even above that point into the Indian Territory when the season was very favorable.

In 1859 there were 32 steamers, of a tonnage of 48,815, trading between New Orleans and Saint Louis, and 36, of a tonnage of 26,412, between New Orleans and Cincinnati.

THE BEST YEAR ON THE RIVER.

The season before the civil war (1859–'60) was inaugurated showed the largest receipts at New Orleans of produce and the heaviest business the lower river has ever handled; indeed it stands on record to this day as the maximum of river prosperity. The number of boats arriving at New Orleans was not as great as in 1846–'47, but the boats had in the meanwhile more than doubled in size and the steam tonnage reaching New Orleans was the largest that city ever saw and it has never equaled it since. Nor was the total of value of the produce as high as in one or two subsequent years. On the other hand, the prices of these latter years are the inflated prices of a paper currency. Reduced to a gold basis they will not amount to anything like the business of the year 1859–'60, which stands to this day the best on record in the Lower Mississippi. There reached New Orleans that season by river 2,187,560 tons of freight; and the total trade of the

city in the receipt and shipment of produce and in the export and import coastwise or to foreign ports was:

River trade	$289,565,000
Ocean trade	183,725,000
Total	473,290,000

Not only in its amount, but in the stretch of its river trade, the season 1859–'60 has never since been equaled. The arrivals of steam-boats that season at New Orleans shows this, and indicates the change in the river traffic that came in the next quarter of a century:

Number of steam-boats arrived at New Orleans during the season ending August 31, 1860.

Trade in which engaged.	Number.	Trade in which engaged.	Number.
Atchafalaya River	29	Louisville	172
Arkansas River	30	Macon and Tensas	83
Barataria Bayou	30	Memphis	110
Boeuf Bayou	12	Ouachita River	224
Cairo	12	Pittsburgh	526
Cincinnati	206	Paducah	4
Coast: Lower	180	Red River	488
Upper	605	Saint Louis	472
Courtableau Bayou	91	Tennessee River	16
Cumberland River	66	Teche Bayou	94
Des Glaises Bayou	16	Vermillion Bayou	15
Evansville	8	Vicksburg	211
Grand River	8	Wheeling	9
Grosse-Tete Bayou	20	White River	4
Greenville and Bends	118	E. Yazoo	59
La Fourche Bayou	90	Other streams	22

Arrivals at New Orleans, divided by States.

From—	Number.	From—	Number.
Louisiana	1,835	Pennsylvania	54
Missouri	472	Texas	48
Mississippi	388	Illinois	12
Ohio	206	Virginia	9
Tennessee	186	Indiana	8
Kentucky	176	Alabama	6
Arkansas	140		

Of this trade, that of the Arkansas, White, Tennessee, and Cumberland may be said to be entirely gone. To-day no vessels run up Bayou Vermillion or Grosse Tête. The Yazoo trade is now transferred at Vicksburg instead of going direct to New Orleans. Evansville, Paducah, and Wheeling are ignorant of special New Orleans lines. The Cincinnati trade has fallen off three-fourths. The Lafourche trade is less, since many of the planters now send their goods by way of the railroad. The same is true of the Teche, along which stream now runs the Southern Pacific Railway. The Red River trade is less than one-fourth what it was then. The Texas and Pacific strikes the Red at Shreveport, Alexandria, and other points, and diverts a large traffic from it. The recently completed Vicksburg, Shreveport and Pacific carries a large amount of cotton across the country to Vicksburg, to be thence distributed by railroad. The Red River is seldom navigated above Shreveport, and whereas in those days vessels ran through to Jefferson, and even to White Oak Shoals, this is rare and almost unknown to-day. From the Ouachita and its tributaries a considerable amount of cotton is taken by the Vicksburg, Shreveport and Pacific at Monroe. The Greenville and Bend trade has dropped one-half in the last few years. The Memphis trade does not call for one-fourth the vessels then in use. One line of steamers suffices for the traffic of Louisville and Cincinnati with New Orleans.

The only improvement perceptible is in the coal trade with Pittsburgh, which has greatly increased in tonnage and importance, and which defies all railroad competition; in the lower river traffic, which shows a slight advance in consequence of the increased production of the lower parishes; and in the barge and mainly the grain trade with Saint Louis, which has been somewhat spasmodic, but which has grown to much larger proportions than it was at any time before the war.

The extent of the commercial area covered by the river traffic of New Orleans in 1860 will show what was lost in the four years of war that followed, and never fully regained.

New Orleans then absolutely controlled the entire river trade, commerce, and crops of the State of Louisiana. In Texas, through the Red River, it secured the crops of the northern half of the State; through the Arkansas and the Red it secured the products of the greater portion of the Indian Territory. It controlled the trade of the southern two-thirds of Arkansas, all the Ouachita and Arkansas valleys, all the river front, and a portion of the White River trade running up into Missouri. It controlled Mississippi with the exception of the eastern portion of the State, through which ran the Mobile and Ohio railroad and the tributaries of the Alabama. All the produce of western Tennessee and half that of middle Tennessee went to New Orleans; and in Kentucky a large proportion of the business went to the Crescent City. The bulk of the produce of the Ohio valley had been diverted to the lakes and Atlantic seaboard, but probably one-fifth of it found its way to New Orleans direct or by way of the Cincinnati and Louisville packets. In the Upper Mississippi probably a third of the surplus, or exported crops, similarly reached market by way of New Orleans, either direct or via Saint Louis.

The territory immediately tributary to New Orleans included all Louisiana, half of the settled portion of Texas, half of the Indian Territory, three-fourths of Arkansas, three-fourths of Mississippi, a third of Tennessee, and considerable portions of Kentucky and Alabama, probably 300,000 square miles, while indirectly tributary to it, through Saint Louis, Cincinnati, and Louisville, was a region twice as great.

Yet it was admitted at the time that New Orleans and the river route were losing some trade, and it was felt that the railroads were diverting traffic away from it. They had tapped the river at various points. The tributaries running into the Upper Tennessee, had formerly sent down their produce by flat-boats to New Orleans, the boats reaching the city in fleets of thirty and forty. Railroads had diverted much of this traffic to Charleston, Savannah, and the Atlantic cities. The trade of northern Alabama had formerly come via the Tennessee to New Orleans. It was almost gone and the receipts from North Alabama were actually less in 1860 than in 1845, although the crops had grown manifold larger. The lead trade of the Upper Mississippi had been diverted from the river by the railroads. At Cincinnati a large portion of the flour and grain that had been formerly sent down the river traveled either up it to Pittsburgh or went direct from rail to New York, or by canal to Cleveland, Buffalo, and thence by the Hudson. In the twenty years between 1840 and 1860, during which the competition of river and rail had been inaugurated, the production of the Mississippi Valley had increased far more rapidly than the receipts at New Orleans. The river traffic had increased in the aggregate, but lost relatively.

The Mississippi carried a much larger tonnage, but a far smaller percentage of the total traffic of the valley. The loss was most marked in Western products. Forty years before, these had constituted 58 per cent. of the total receipts at New Orleans. In 1859–'60 they had fallen to 23 per cent. although in that period the West had made the greatest increase in population and production. What was lost here, however, was more than made good in the cotton and sugar crops, and the river trade of New Orleans therefore showed no decline but a steady, active, and positive advance.

During all this period "the levee" of New Orleans, as the river landing of that city was called, was the wonder of every visitor. It was beyond doubt the most active commercial center of the world. Here, side by side, lay the steam-boats and flat-boats of the river, the steamers, ships, and numerous ocean vessels. Here the entire business of New Orleans and of the greater portion of the valley was transacted. The levee was the landing, warehouse, commercial exchange of half a continent, and the freight handled there exceeded that to be seen on any single dock-yard of London or Liverpool.

Value of receipts of produce from the interior at New Orleans from 1840 *to* 1861.*

Year.	Amount.	Year.	Amount.
1840–'41	$49,822,115	1851–'52	$108,051,708
1841–'42	45,716,045	1852–'53	134,233,735
1842–'43	53,782,054	1853–'54	115,336,798
1843–'44	60,094,716	1854–'55	117,106,823
1844–'45	57,199,122	1855–'56	144,256,081
1845–'46	77,193,464	1856–'57	158,161,369
1846–'47	90,033,256	1857–'58	167,155,546
1847–'48	79,779,151	1858–'59	172,952,664
1848–'49	81,989,692	1859–'60	185,211,254
1849–'50	96,897,873	1860–'61	155,863,564
1850–'51	196,924,083		

* This represents the total receipts at New Orleans, from 94 to 99 per cent. of which was by river and some 1 to 6 per cent. by way of Lake Pontchartrain.

The character of the produce gives some idea of the region then tributary to New Orleans, at least in the export of its produce if not in the receipt of supplies.

Receipts of produce from interior from 1840 *to* 1846.

Articles.	1846-'47.	1845-'46.	1844-'45.	1843-'44.	1842-'43.	1841-'42.	1840-'41.
Apples .....barrels...	39,612	26,775	26,515	43,969	67,803	26,443	27,244
Bacon, assorted..casks...	36,932	25,213	12,892	19,563	16,568	13,505	11,231
Bacon hams.....hhds...	14,518	12,092	8,358	19,070	13,588	9,220	6,111
Bacon in bulk.pounds...	425,163	492,700	350,000	1,203,821	1,453,798	1,288,109	2,593,057
Bagging.....pieces...	60,982	96,601	111,324	100,216	89,721	60,307	70,976
Bale rope..... .....coils...	56,201	56,678	67,600	83,684	80,932	63,307	65,613
Beans.....barrels...	24,536	16,585	7,006	7,619	8,878	10,993	14,281
Butter.....kegs...	51,384	44,172	30,319	18,831	18,530	11,791	14,074
Do.....barrels...	872	1,494	396	500	894	284	693
Beeswax.....do.....	1,109	1,200	1,464	1,911	985	343	306
Do.....pounds...	3,100	4,920	.....	510	2,677	3,300	16,069
Beef...bbls and tierces...	53,968	62,231	32,674	49,363	17,549	17,455	33,262
Beef, dried.....pounds...	49,000	98,200	58,200	55,610	51,400	60,812	70,100
Buffalo robes....packs...	55	1,031	1,915	5,445	5,135	3,122	2,587
Cotton:							
Louisiana and Mississippi.....bales...	453,842	765,315	688,244	627,769	824,045	583,328	677,343
Lake*.....do.....	4,356	14,276	19,533	13,234	14,280	8,967	5,163
North Alabama and Tennessee.bales...	211,502	222,677	198,246	169,334	191,410	118,629	118,122
Arkansas .....do.....	35,279	34,876	23,103	21,835	30,511	16,734	11,149
Mobile*.....do.....	16,379	6,356	12,123	47,596	10,687	4,565	5,881
Florida*.....do.....	16,966	5,884	12,830	12,916	3,381	2,831	731
Texas.....do.....	2,345	4,249	25,159	18,170	15,328	5,101	4,481
Corn meal.....barrels...	88,159	3,905	7,917	3,769	5,415	6,023	2,214
Corn, in ears...barrels...	619,756	358,573	139,686	165,354	255,058	240,675	168,050
Corn, shelled.....sacks...	2,386,510	1,166,120	390,964	360,052	427,552	338,709	268,557
Cheese.....boxes...	57,429	57,392	39,091	12,583	3,502	2,710	1,852
Candles.....do....	8,496	10,461	5,170	3,913	1,201	3,593	425
Cider .....barrels...	477	135	385	1,419	1,026	1,130	544
Coal, Western.....do.....	356,500	262,800	281,000	227,788	255,568	140,582	221,233
Dried peaches.....do	3,009	137	474	1,112	718	863	483
Dried apples.....do.....	5,761	930	1,758	889	958	1,115	1,041
Flaxseed.....tierces...	962	823	2,181	4,273	13,480	863	742
Flour.....barrels...	1,617,675	837,985	533,312	502,507	521,175	439,688	496,194
Furs.....boxes...	75	28	118	43	37	45	32
Do.....bundles...	253	609	581	496	326	1,792	1,733
Feathers .....bags...	3,498	4,607	5,403	4,568	1,484	1,737	470
Hemp .....bundles...	60,238	30,980	46,274	38,062	14,873	1,211	450
Hides.....	98,342	112,913	117,863	76,490	45,957	26,169	25,522
Horns.....	9,600	700	8,300	3,870	1,700	700	2,480
Hay.....bundles...	95,231	71,270	37,296	35,132	28,059	20,166	21,425
Iron, pig.....tons...	1,151	1,083	207	100	211	322	512
Lard.....hogsheads...	143	45	167	212	1,433	74	74
Do.....barrels...	117,077	107,639	60,078	119,717	104,540	18,207	9,672
Do .....kegs...	275,076	334,969	245,414	373,341	307,871	366,694	311,710
Lime, Western.barrels...	5,994	8,387	6,233	3,767	1,159	830	2,406
Lead.....pigs...	650,129	785,394	732,125	639,269	571,949	472,556	434,467
Lead, bar .....kegs...	1,291	1,431	788	851	701	1,084	601
Lead, white.....do.....	11,686	7,853	888	30	50	592	.....
Molasses..... barrels...	91,710	132,363	105,086	64,852	66,183	69,104	.....
Oats.barrels and sacks ..	588,337	269,386	144,262	130,432	120,430	63,281	54,250
Onions..... barrels...	7,185	6,979	7,499	6,443	4,614	3,338	6,457
Oil:	3,637	1,135	1,356	2,260	1,356	305	414
Linseed.....do.....							
Castor.....do.....	1,439	2,379	3,385	2,757	4,976	3,666	1,115
Lard..... .....do....	2,573	2,606	2,413	2,647	1,818	.....	.....
Peach brandy.....do.....	72	54	46	49	72	267	147
Pickles...kegs and bbls...	648	1,316	218	1,154	445	140	157
Potatoes.....barrels...	142,888	107,058	53,779	56,587	48,060	26,201	28,468
Pork .....do.....	302,170	369,601	216,960	412,928	204,643	244,442	216,974
Do .....hogsheads...	9,452	9,988	6,741	8,800	2,371	946	763
Pork, in bulk..pounds...	8,450,700	9,740,752	4,079,600	7,792,000	6,814,750	4,051,800	9,744,220
Porter and ale.barrels...	1,363	231	86	604	1,050	514	2,133
Packing-yarn.....reels...	2,193	1,180	1,104	1,164	1,465	2,099	509
Skins, deer .....packs...	1,784	4,364	2,729	1,939	1,496	3,219	1,650
Shot..... .....kegs...	3,992	3,103	4,105	4,714	1,588	3,416	6,501
Sugar.....hogsheads...	82,011	93,109	93,288	51,816	65,036	50,920	.....
Soap.....boxes...	4,361	3,633	6,076	7,399	2,627	1,932	150
Shingles.....	147,000	13,000	144,000	361,561	147,000	114,000	155,000
Staves	2,000,000	5,679,000	2,500,000	1,362,678	1,165,400	425,000	736,600
Tallow..... barrels...	6,658	8,255	7,828	7,323	6,995	5,071	937
Tobacco, leaf.....hhds...	55,588	72,896	71,493	82,435	92,509	67,555	53,170
Tobacco, chewing, kgs...	3,930	3,040	5,309	7,695	4,902	3,618	3,935
Tobacco.....bales...	1,001	1,105	3,799	4,771	3,008	3,298	1,226
Twine.....bundles...	1,285	734	1,951	2,099	1,903	1,175	1,009
Whisky..... barrels...	126,553	117,104	97,651	86,947	83,597	63,345	73,873
Wheat...bbls and sacks...	833,649	403,786	64,759	86,014	118,248	134,886	2,621

*The cotton thus received came by the lake route.

Receipts of produce from interior, 1847 *to* 1857—Continued.

Articles.	1851-'52.	1850-'51.	1849-'50.	1848-'49.	1847-'48.
Apples.....barrels...	20,356	54,808	37,244	54,987	39,518
Bacon, assorted.....casks, etc...	46,734	48,602	38,336	32,056	45,119
Do.....boxes and barrels...	3,626	9,274	28,941	32,156	.....
Bacon hams.....hogsheads...	38,488	44,478	19,335	19,834	18,539
Bacon in bulk.....pounds...	281,280	235,000	209,045	217,000	181,140
Bagging.....pieces...	60,044	72,304	58,321	72,941	77,682
Bale rope.....coils...	90,272	107,224	86,104	93,332	74,325
Beans.....barrels...	6,598	4,236	9,307	13,157	20,485
Butter.....kegs...	44,786	54,967	51,058	57,972	45,213
Do.....barrels...	1,778	2,720	1,772	2,144	1,156
Beeswax.....do.....	171	230	367	481	698
Beef.....pounds and tierces...	52,850	48,066	65,671	70,590	50,260
Beef dried.....pounds...	26,100	15,300	48,219	20,300	56,100
Buffalo robes.....packages...	1,300	155	358	23	14
Cotton:					
Louisiana and Mississippi.....bales...	967,679	618,156	474,411	811,205	883,144
Lake.....do*.....	15,202	14,399	10,902	15,781	13,734
N. Alabama and Tennessee.....do.....	304,153	236,821	249,683	217,078	227,561
Arkansas.....do.....	85,430	62,798	44,890	46,733	64,294
Montgomery.....do.....	21,760	18,051	17,501	9,839	.....
Mobile.....do*.....	15,606	24,473	23,647	25,325	10,857
Florida.....do*.....	4,807	11,091	10,601	5,065	4,208
Texas.....do.....	14,546	9,252	6,088	11,356	10,007
Corn meal.....barrels...	2,514	3,662	5,187	12,097	47,543
Corn in ears.....do.....	163,008	42,526	42,719	295,711	509,583
Corn shelled.....sacks...	1,397,132	1,298,932	1,114,897	706,312	1,083,465
Cheese.....boxes...	72,441	78,894	62,809	51,287	52,362
Candles.....do.....	53,936	80,748	55,306	28,362	16,750
Cider.....barrels...	300	245	903	1,189	344
Coal, Western.....do.....	850,000	700,000	600,000	315,000	320,000
Dried peaches.....do.....	336	2,685	934	469	385
Dried apples.....do.....	468	4,168	665	2,495	1,173
Flaxseed.....tierces...	519	204	217	1,188	4,393
Flour.....barrels...	927,212	941,106	591,986	1,013,177	706,958
Fur.....hogsheads, boxes, bundles...	2,136	1,289	444	200	411
Feathers.....bags...	2,065	3,645	5,900	3,939	2,594
Glassware.....boxes...	19,251	16,428	4,887	575	4,260
Hemp.....bales...	17,149	25,116	34,792	19,856	21,584
Hides.....do.....	123,687	140,338	43,542	30,570	47,662
Hay.....do.....	53,434	48,281	56,258	54,241	61,934
Iron.....pigs...	62	152	20	413	701
Lard.....hogsheads...	57	.....	215	790	459
Do.....tierces and barrels...	125,496	115,507	228,019	214,362	216,031
Do.....kegs...	157,689	151,931	302,366	275,485	303,661
Lime, Western.....barrels...	42,305	37,738	32,060	10,410	14,920
Lead.....pigs...	267,554	325,505	415,400	508,557	606,966
Lead, bar.....kegs...	1,138	629	631	949	787
Lead, white.....do.....	1,368	1,990	5,979	7,795	9,203
Molasses.....barrels...	233,923	184,483	189,813	155,807	159,460
Oats.....barrels and sacks...	463,273	479,741	325,795	266,559	467,217
Onions.....barrels...	17,184	14,279	13,024	6,898	7,960
Oil, linseed.....do.....	758	178	1,098	1,409	2,337
Oil, castor.....do.....	4,291	4,145	2,091	2,628	1,199
Oil, lard.....do.....	14,114	17,157	14,712	8,842	5,401
Pickles.....kegs and barrels...	381	893	243	639	505
Potatoes.....barrels...	228,095	162,922	166,003	146,116	151,861
Pork.....tierces and barrels...	276,606	325,008	543,694	550,643	256,480
Do.....boxes...	303	1,980	15,695	18,279	.....
Do.....hogsheads...	2,478	1,231	13,968	18,499	14,201
Pork, in bulk.....pounds...	8,800,000	10,513,895	862,431	10,273,680	13,564,430
Porter and ale.....barrels...	406	384	804	1,838	3,492
Packing yarn.....reels...	2,093	4,190	4,131	2,211	3,333
Skins, deer.....packs...	998	1,119	1,374	1,301	1,361
Shot.....kegs...	2,704	2,044	4,435	4,377	5,258
Sugar.....hogsheads...	141,046	125,755	143,912	125,592	128,112
Do.....barrels...	11,213	18,675	17,395	5,879	.....
Soap.....boxes...	5,308	9,484	9,930	6,520	5,580
Shingles.....per thousand...	40	50	70	80	60
Staves.....do.....	7,319	9,000	6,000	3,800	2,000
Tallow.....barrels...	1,307	6,164	4,362	5,622	4,357
Tobacco, leaf.....hogsheads...	89,655	64,030	60,804	52,335	55,882
Tobacco, chewing.....boxes...	4,779	4,115	2,321	2,315	6,390
Tobacco.....bales...	162	220	153	33	118
Twine.....bundles...	2,341	3,156	2,118	2,067	2,264
Whisky.....barrels...	146,352	157,741	117,753	129,029	135,333
Wheat.....barrels and sacks...	64,918	88,797	37,508	238,911	149,181

*Received by way of Lake Pontchartrain.

Receipts of produce from interior, 1847 *to* 1857.

Articles.	1856–'57.	1855–'56.	1854–'55.	1853–'54.	1852–'53.
Apples.....barrels...	36,612	62,449	32,523	47,451	48,388
Bacon, assorted.....casks, etc...	39,127	36,454	40,787	37,664	50,347
Do.....boxes and barrels...	8,855	2,732	3,492	9,931	4,009
Bacon hams.....hogsheads...	32,804	28,751	31,371	32,155	42,868
Bacon in bulk.....pounds...	7,760	173,760	232,920	121,000	134,300
Bagging.....pieces...	32,028	33,905	40,578	45,263	64,144
Bale rope.....coils...	112,346	101,331	95,336	102,274	121,553
Beans.....barrels...	3,149	6,758	4,690	13,459	9,494
Butter.....kegs...	32,345	33,119	33,874	47,649	44,444
Do.....barrels...	1,060	1,825	1,017	1,934	2,184
Beeswax.....do.....	87	130	141	161	194
Beef.....pounds and tierces...	30,958	61,059	41,587	40,011	78,791
Beef, dried.....pounds...	30,880	19,010	23,850	31,601	18,900
Buffalo robes.....packages...	30	1	3	12	17
Cotton:					
Louisiana and Mississippi.....bales...	1,068,385	1,170,693	865,699	961,526	1,135,172
Lake.....do*.....	4,137	4,652	4,128	19,239	21,614
N. Alabama and Tennessee.....do.....	277,545	379,434	286,758	256,594	328,176
Arkansas.....do.....	80,933	102,154	75,259	107,566	95,032
Montgomery.....do.....	18,996	37,031	16,323	33,798	23,095
Mobile.....do*.....	41,040	36,542	15,764	31,008	38,324
Florida.....do*.....	4,708	5,186	4,147	9,368	7,866
Texas.....do.....	17,503	23,601	16,690	21,680	14,685
Corn meal.....barrels...	856	240	225	355	1,788
Corn in ears.....do.....	14,719	41,924	10,701	48,404	17,620
Corn shelled.....sacks...	1,437,051	1,990,995	1,110,446	1,740,267	1,225,031
Cheese.....boxes...	48,971	42,652	45,245	58,132	39,497
Candles.....do.....	74,391	82,893	56,383	72,299	68,796
Cider.....barrels...	17	59	14	89	36
Coal, Western.....do.....	1,770,000	987,000	1,018,000	1,000,000	700,000
Dried peaches.....do.....	255	286	397	2,704	258
Dried apples.....do.....	375	2,760	855	4,649	1,979
Flaxseed.....tierces...	261	230	281	192	1,279
Flour.....barrels...	1,290,597	1,120,974	673,111	874,256	808,672
Fur.....hogsheads, boxes, bundles...	1,740	1,030	802	1,048	730
Feathers.....bags...	823	778	1,078	1,377	2,042
Glassware.....boxes...	30,859	30,326	16,384	24,857	13,408
Hemp.....bales...	13,003	16,818	31,335	19,992	17,648
Hides.....do.....	165,546	151,431	84,298	112,489	101,460
Hay.....do.....	59,361	146,737	73,271	72,664	175,000
Iron.....pigs..	77	332	17	515	121
Lard.....hogsheads...	3	4	104	.....	107
Do.....tierces and barrels...	103,027	110,713	144,036	133,065	118,136
Do.....kegs...	93,859	83,790	98,326	110,477	159,672
Lime, Western.....barrels...	28,309	16,551	19,233	21,390	33,858
Lead.....pigs...	18,291	86,624	70,514	74,296	210,287
Lead, bar.....kegs...	365	341	301	219	157
Lead, white.....do.....	85	65	269	544	726
Molasses.....barrels...	84,169	288,811	310,718	341,470	254,626
Oats.....barrels and sacks...	393,171	587,180	439,978	586,451	446,956
Onions.....barrels...	14,670	14,477	11,665	22,893	17,718
Oil, linseed.....do.....	10	163	348	539	508
Oil, castor.....do.....	956	1,520	2,617	2,438	4,742
Oil, lard.....do.....	8,074	10,881	13,332	14,298	14,685
Pickles.....kegs and barrels...	113	197	206	457	617
Potatoes.....barrels...	74,133	182,556	70,539	206,273	204,327
Pork.....tierces and barrels...	243,228	277,841	276,393	249,188	316,592
Do.....boxes...	10,924	6,823	7,458	15,206	2,674
Do.....hogsheads...	2,872	2,893	3,067	1,750	2,547
Pork, in bulk.....pounds...	3,417,340	7,480,384	6,263,650	12,646,600	12,985,810
Porter and ale.....barrels...	1,788	1,687	1,216	1,770	1,140
Packing yarn.....reels...	1,435	3,314	1,723	2,443	2,811
Skins, deer.....packs...	794	406	493	305	425
Shot.....kegs...	2,745	3,398	3,435	3,675	2,233
Sugar.....hogsheads...	62,463	155,319	189,742	274,906	186,001
Do.....barrels...	3,995	8,526	13,175	12,245	10,694
Soap.....boxes...	9,538	10,287	7,783	9,173	6,911
Shingles.....per thousand...	6,000	5,000	1,908	3,126	35
Staves.....do.....	7,000	4,647	4,000	2,500	6,000
Tallow.....barrels...	965	1,195	711	371	1,318
Tobacco, leaf.....hogsheads...	55,067	56,090	53,348	48,905	75,010
Tobacco, chewing.....boxes...	3,261	3,599	4,153	4,617	10,886
Tobacco.....bales...	151	109	62	.....	74
Twine.....bundles...	2,982	3,658	3,249	3,847	4,529
Whisky.....barrels...	179,164	148,753	108,854	128,925	138,515
Wheat.....barrels and sacks...	775,962	869,524	31,288	184,943	47,238

The following tables give some idea of the value of these different lines of trade, and show to what extent the increased value of trade was due not to increased receipts so much as to advance in price. The years 1846–'47 and 1856–'57, a decade apart, are selected for the comparison:

Receipts of produce from the interior, and value, for 1846–'47.

Articles.		Amount.	Average price.	Value.
Apples	barrels	39,612	$3.00	$118,836
Bacon, assorted	hogshead and casks	28,607	60.00	1,716,420
Do.	boxes	8,325	30.00	249,750
Bacon, hams	hogsheads and tierces	14,518	65.00	943,670
Bacon, in bulk	pounds	425,163	.06	25,509
Bagging	pieces	60,982	10.50	640,311
Bale rope	coils	56,201	6.00	337,206
Beans	barrels	24,536	4.00	98,144
Butter	kegs and firkins	51,384	5.00	256,920
Do	barrels	872	20.00	17,440
Beeswax	do	1,109	40.00	44,360
Beef	do	32,738	10.00	327,380
Do	tierces	21,230	16.00	339,680
Beef, dried	pounds	49,000	.07	3,430
Buffalo robes	packs	55	60.00	3,300
Cotton	bales	740,669	44.00	32,589,436
Corn meal	barrels	88,159	3.50	308,505
Corn, in ear	do	619,576	1.10	681,533
Corn, shelled	sacks	2,386,510	2.00	4,773,020
Cheese	boxes	57,429	3.50	201,001
Candles	do	8,496	3.50	29,736
Cider	barrels	477	3.00	1,431
Coal, Western	do	356,500	.75	267,375
Dried apples and peaches	do	8,770	2.50	21,925
Feathers	bags	3,498	25.00	87,450
Flaxseed	tierces	962	9.00	8,658
Flour	barrels	1,617,675	5.50	8,897,213
Furs	hogsheads, bundles, and boxes	328	.....	600,000
Hemp	bundles	60,238	15.00	903,570
Hides		98,342	1.25	122,927
Hay	bundles	95,231	3.00	285,693
Iron, pig	tons	1,151	30.00	34,530
Lard	hogheads	143	80.00	11,440
Do	barrels and tierces	117,077	23.00	2,692,771
Do	kegs	275,076	4.00	1,100,304
Leather	bundles	3,716	20.00	74,320
Lime, Western	barrels	5,994	1.00	5,994
Lead	pigs	650,129	2.75	1,787,854
Lead, bar	kegs and boxes	1,291	15.00	19,365
Molasses (estimated crop)	gallons	6,000,000	.24	1,440,000
Oats	barrels and sacks	588,337	.90	529,503
Onions	barrels	7,185	2.00	14,370
Oil, linseed	do	3,637	20.00	72,740
Oil, castor	do	1,439	20.00	28,780
Oil, lard	do	2,573	22.00	56,936
Peach brandy	do	72	16.00	1,152
Potatoes	do	142,888	2.00	285,776
Pork	do	302,170	12.00	3,626,040
Do	hogsheads	9,452	40.00	378,080
Pork, in bulk	pounds	8,450,700	.06	507,042
Porter and ale	barrels	1,363	7.50	10,222
Packing yarn	reels	2,193	5.00	10,965
Skins, deer	packs	1,784	20.00	35,680
Skins, bear	do	71	15.00	1,065
Shot	kegs	3,992	18.00	71,856
Soap	boxes	4,361	2.60	11,338
Staves	thousands	2,000	25.00	50,000
Sugar (estimated crop)	hogsheads	140,000	70.00	9,800,000
Spanish moss	bales	5,990	4.00	23,960
Tallow	barrels	6,658	20.00	133,160
Tobacco, leaf	hogsheads	44,588	55.00	2,452,340
Tobacco, strips	do	11,000	100.00	1,100,000
Tobacco, chewing	kegs and boxes	3,930	12.50	49,125
Tobacco	bales	1,001	3.00	3,003
Twine	bundles and boxes	1,334	7.00	9,338
Vinegar	barrels	1,059	4.00	4,236
Whisky	do	126,553	10.00	1,265,530
Window-glass	boxes	3,805	4.00	15,220
Wheat	barrels and sacks	833,649	2.30	1,917,392
Other various articles, estimated at		.....	.....	5,500,000
Total value		.....	.....	90,033,256

Receipts of produce from the interior, and value, for 1856–'57.

Articles.	Amount.	Average price.	Value.
Apples.....barrels...	36,612	$5.00	$183,060
Bacon, assorted.....hogsheads and casks...	39,127	100.00	3,912,700
Do.....boxes...	8,855	45.00	398,475
Bacon, hams.....hogsheads and tierces...	32,804	75.00	2,460,300
Bacon, in bulk.....pounds...	7,660	.10	766
Bagging.....pieces...	32,028	16.00	512,448
Bale rope.....coils...	112,346	10.00	1,123,460
Beans.....barrels...	3,139	8.00	25,112
Butter.....kegs and firkins...	32,345	10.00	323,450
Do.....barrels...	1,060	35.00	37,100
Beeswax.....do.....	87	50.00	4,350
Beef.....do.....	29,307	15.00	439,605
Do.....tierces...	1,651	25.00	41,275
Beef, dried.....pounds...	30,880	.12	3,705
Cotton.....bales...	1,513,247	57.00	86,255,079
Corn, meal.....barrels...	856	5.00	4,280
Corn, in ears.....do.....	14,719	1.25	18,398
Corn, shelled.....sacks...	1,437,051	1.75	2,514,839
Cheese.....boxes...	48,979	5.00	244,895
Candles.....do.....	74,391	8.00	595,128
Cider.....barrels...	17	5.00	85
Coal, Western.....do.....	1,770,000	.65	1,150,500
Dried apples and peaches.....do.....	630	8.00	5,040
Feathers.....bags...	823	50.00	41,150
Flaxseed.....tierces...	261	12.00	3,132
Flour.....barrels...	1,290,597	7.00	9,034,179
Furs.....hogsheads, bundles, and boxes...	1,740	.....	600,000
Glassware.....packages...	30,859	5.00	154,295
Hemp.....bales...	13,003	30.00	390,090
Hides.....	165,546	3.50	579,411
Hay.....bales...	59,361	5.00	296,805
Iron, pig.....tons...	77	35.00	2,695
Lard.....barrels and tierces...	103,027	35.00	3,605,945
Do.....kegs...	93,859	7.00	657,013
Leather.....bundles...	5,184	37.50	194,400
Lime, Western.....barrels...	28,309	1.75	49,540
Lead.....pigs...	18,291	5.00	91,455
Lead, bar.....kegs and boxes...	365	21.25	7,756
Lead, white.....kegs...	85	5.35	454
Molasses (estimated crop).....gallons...	4,882,380	.55	2,685,309
Oats.....barrels and sacks...	393,171	1.60	629,073
Onions.....barrels...	14,670	5.00	73,350
Oil, linseed.....do.....	10	40.00	400
Oil, castor.....do.....	956	60.00	57,360
Oil, lard.....do.....	8,074	45.00	363,330
Potatoes.....do.....	74,133	2.50	185,332
Pork.....tierces and barrels..	243,228	20.00	4,864,560
Do.....boxes...	10,924	45.00	491,580
Do.....hogsheads...	2,872	80.00	229,760
Pork, in bulk.....pounds...	3,417,340	.08	273,387
Porter and ale.....barrels...	1,788	10.00	17,880
Packing yarn.....reels...	1,435	6.00	8,610
Rum.....barrels...	435	30.00	13,050
Skins, deer.....packs...	794	30.00	23,820
Shingles.....thousand...	6,000	3.00	18,000
Shot.....kegs...	2,745	27.00	74,115
Soap.....boxes...	9,538	4.00	38,152
Staves.....thousand...	7,000	65.00	455,000
Sugar (estimated crop).....hogsheads...	73,976	110.00	8,137,360
Spanish moss.....bales...	8,475	30.00	254,250
Tallow.....barrels...	965	30.00	28,950
Tobacco, leaf.....hogsheads...	49,867	210.00	10,052,070
Tobacco, strips.....do.....	5,850	300.00	1,755,000
Tobacco, stems.....do.....	1,350	63.00	85,050
Tobacco, chewing.....kegs and boxes...	3,261	25.00	81,525
Twine.....bundles and boxes...	3,132	12.00	37,584
Vinegar.....barrels...	1,354	6.00	8,124
Whisky.....do.....	179,164	13.00	2,329,132
Wheat.....barrels and sacks...	775,962	3.00	2,327,886
Other various articles (estimated).....	.....	.....	6,500,000
Total value.....	.....	.....	158,061,369

There was a steady but small increase in the number of arrivals of steam-boats at New Orleans. The increase in the number of boats, however, does not fully illustrate the growth of the river business as well as the tonnage, because as will be observed there was a rapid increase in the size and tonnage of steam-boats.

*Steam-boats arrived at New Orleans, together with tons of freight received by river.**

Year ending August 31—	Number.	Freight.
		Tons.
1840-'41	2,187	557,500
1841-'42	2,132	566,500
1842-'43	2,324	782,600
1843-'44	2,570	652,000
1844-'45	2,530	868,000
1845-'46	2,770	971,700
1846-'47	4,024	937,600
1847-'48	2,917	1,025,900
1848-'49	2,873	1,009,900
1849-'50	2,784	886,000
1850-'51	2,918	1,058,200
1851-'52	2,778	1,160,500
1852-'53	3,252	1,328,800
1853-'54	3,076	1,286,300
1854-'55	2,763	1,247,200
1855-'56	2,956	1,500,200
1856-'57	2,745	1,431,800
1857-'58	3,264	1,572,700
1858-'59	3,259	1,803,400
1859-'60	3,566	2,187,560
1860-'61	3,177	1,375,000

*Not including rafts, etc., floated down.

The records of receipts of produce at New Orleans are tolerably accurate. There are no records of the outgoing tonnage, but this can be arrived at without much difficulty. The consumption of New Orleans being determined, the outgoing produce, both foreign and coastwise, the difference plus the imports, foreign and coastwise, represents the articles shipped up the river from New Orleans. A large portion of the Western produce went in this way, coming many hundred miles down the river, to be reshipped to the plantation 300 and 400 miles above the city. The shipments up stream from New Orleans averaged about 47.5 per cent. in weight and 57 per cent. in value of those coming down the river, the difference being for city consumption or export.

THE FLAT-BOATS.

The flat-boat trade slowly went out during this period. It had been a cheap but very unsafe way of getting produce to market. It is estimated that not more than three-fourths to four-fifths of the flat-boats when started down river to New Orleans ever reached that port, the others being snagged or lost. A squall on the river would sink a dozen at a time. At the same time the flat-boat offered great advantages to the farmers living along the smaller streams penetrating into the center of Indiana and Ohio. Indeed, there was no other way of their getting their produce to market, as the low water, snags, etc., rendered it impossible for the steam-boats to penetrate there. A flat-boat was accordingly built after the crop was gathered, loaded down with produce, and the spring tide waited for to float it out.

Flat-boats arriving at New Orleans.

State.	1845–'46.	1846–'47.	1847–'48.	1848–'49.	1849–'50.	1850–'51.
Ohio	626	817	326	298	270	218
Kentucky	357	296	213	148	100	58
Indiana	678	764	657	447	326	298
Virginia	15	37	24	13	12	12
Pennsylvania	79	108	67	90	115	222
Illinois	100	109	51	59	38	19
Missouri	30	20	2	9	4	.....
Iowa	21	11	13	9	3	.....
Arkansas	24	6	3	1	.....	.....
Alabama	86	74	66	31	20	.....
Tennessee	208	118	57	61	80	104
Mississippi	39	32	32	30	16	10
Miscelaneous (with sheep, hogs, and lumber)	500	400	600	300	200	200
Total	2,763	2,792	2,111	1,196	1,184	1,145

State.	1851–'52.	1852–'53.	1853–'54.	1854–'55.	1855–'56.	1856–'57.
Ohio	357	183	142	46	47	71
Kentucky	88	42	40	48	32	34
Indiana	358	277	188	134	249	136
Virginia	10	6	2	.....	3	3
Pennsylvania	183	157	128	228	203	119
Illinois	51	17	24	9	18	12
Missouri	1	2	2	2	.....	.....
Iowa	2	.....	.....	.....	.....	.....
Arkansas	.....	.....	2	4	4	14
Alabama	3	.....	.....	.....	.....	.....
Tennessee	250	195	59	58	87	94
Mississippi	15	14	5	5	15	8
Miscelaneous (with sheep, hogs, and lumber)	150	150	100	80	60	50
Total	1,468	1,047	701	614	718	541

The steady decline of this trade can here be studied. The only State which shows an increase is Pennsylvania, due to the coal trade. Indiana, particularly the Wabash country, sent a considerable amount of produce, largely hay, to New Orleans by flat-boats; and so did the upper tributaries of the Tennessee River, whence the tobacco was shipped on flat-boats. On the other hand, the flat-boat traffic of the Upper Mississippi had given way to the steam-boats, and neither Missouri nor Iowa sent a single flat to New Orleans. Some remarkable fluctuations will be noticed in the arrivals from year to year, attributable to the condition of the river. When the water was high, as in 1851–'52, the flat-boats got out without any difficulty. On the other hand, in the previous season, which was a low one, the flat-boat tonnage was reduced much below the average. After 1856 the flat-boat played so unimportant a part in the river traffic that it ceased to be enumerated among the arrivals.

OCEAN VESSELS.

In the meanwhile the sailing vessel was rapidly giving place to the steam-vessel on the ocean, as merchants began to recognize the important element of time in commercial transactions, and as a consequence the size of sea-going vessels steadily increased.

The following table shows how rapidly steam-ships were supplanting sailing vessels by the arrivals at New Orleans:

Years.	Steam-ships.	Ships, barks, and brigs.	Schooners.	Total sailing vessels.
1846–'47	109	.....	.....	2,872
1847–'48	206	1,926	795	2,721
1848–'49	136	1,594	456	2,050
1849–'50	147	1,379	666	2,045
1850–'51	190	1,250	704	1,954
1851–'52	213	1,465	673	2,138
1852–'53	244	1,524	596	2,120
1853–'54	204	1,266	478	1,744
1854–'55	225	1,166	426	1,592
1855–'56	234	1,510	399	1,909
1856–'57	212	1,281	441	1,722
1857–'58	267	1,250	283	1,538
1858–'59	300	1,289	409	1,698
1859'- 0	315	1,282	321	1,603
1860'–61	252	1,038	289	1,327

In thirteen years, 1846 to 1859, the number of steam-vessels arriving at New Orleans had increased threefold, the sailing-vessels falling off at the same time nearly one-half. This does not fully represent the increase of the steam tonnage for the reason that the steamers grew larger with each year.

The change made itself felt in another way. The growing size of ocean vessels rendered it a difficult matter to get over the bar at the mouth of the Mississippi. As already noticed, many of the vessels grounded there, to the injury of the river trade by the increased cost of shipping thus entailed.

The crops of 1859–'60, particularly in the South, were the largest ever known, and New Orleans, as the chief exporter of Southern produce, enjoyed the best trade it had ever seen. The next year was to see a change, and the mouth of the Mississippi, more thoroughly closed to commerce than they had been by the order of Merales. The commercial year throughout the cotton States closes August 31. Four months after the splendid season of 1859–'60 had closed the States of Louisiana, Mississippi, and Arkansas had seceded from the Union; and the mouths of the Mississippi which the United States had purchased fifty-eight years before were lost to it. As the Western States had years before demanded the opening of the Mississippi to the commerce of the upper river, so this demand went forth again, and as well from a commercial as from a military point of view, it was deemed necessary for the Federal forces to obtain possession of the Mississippi and keep it open.

In the Western papers of the time the question of the opening of the Mississippi will be seen to be an important part in the discussion of the situation, for they did not then feel that the produce of the new country opening in the Northwest could be safely or profitably carried overland by rail. Indeed, many portions of that country still depended on the river route, being wholly without railroads. Yet the difference in the demands made for the Mississippi shows that it was not of the same importance in 1861 as in 1798. Then many of the Western pioneers declared that they could not do without it, and threatened secession unless the Government secured its free navigation for them. In 1861, while their descendants demanded it, they recognized the fact that the Western States were not wholly dependent on the Mississippi, and that they had other outlets to market—the lakes, canals, and, above all, the railroads.

The history of the next four years is mainly military. The river became the center of war, not of commerce, and the boats that sailed upon it were men-of-war and gun-boats, instead of peaceful steamers and barges.

Recognizing the importance of the Mississippi as a means of dividing the Confederacy and of keeping up communication with the West, one of the first acts of the administration was to send a large expedition, naval and military, to New Orleans. In 1862 the port of New Orleans was thoroughly blockaded.

This does not seem to have been fully foreseen through the Southwest, for but a small proportion of the crop had been exported when the river was bottled up. The cotton crop was more slowly marketed in those days than it is now. When Farragut's fleet arrived off the mouth of the river but a small portion of the cotton crop had been exported and a majority of it was left in the city or in the country tributary to it, nearly all of which was lost in the events that followed. During the first part of the succeeding season, 1861–'62, although all the interior rivers were open to New Orleans, and it was an easy matter to send the cotton there, the fact that it could not get out to sea even after it reached New Orleans operated to completely destroy the cotton trade of the

city, and only a few thousand bales from the immediate neighborhood were sent there, the owners and shippers preferring to take their chances of getting their cotton out on blockade-runners by way of some of the smaller Gulf or Atlantic ports not so strictly guarded. No tobacco came to New Orleans, no Western produce of any kind, and in consequence of the peculiar situation, sugar suddenly boomed forward, and became in value not only the largest item of receipt, but actually equalled all the others combined for the season of 1861–'62.

In April the Federal fleet passed the Confederate forts defending the river and occupied New Orleans. It was greeted with a scene of wholesale destruction, characteristic of the then commercial condition. A number of the steam-boats engaged on the river had already been converted into gun-boats of one kind or another and used in the defence of the city. When the fleet came up the river those boats which could steamed upstream, to seek refuge in the Red, Arkansas, and Yazoo Rivers, and beyond Port Hudson. Those that could not do this, were burned to prevent them falling into the hands of the Federals. Cotton being deemed at that time a contraband, the possession of which would strengthen the Federal cause, all of it in the city from the crops of 1860–'61 and 1861–'62 was ordered to be destroyed and was conveyed from the warehouses and presses to the river front, piled up on the wharves and publicly burned. A quantity of sugar, molasses, and other produce was similarly destroyed through a misunderstanding of the order.

A number of vessels at the wharf, on which cotton was stored, were also burned to prevent them falling into the hands of the Union forces, and sent down the river as fire-ships.

The commerce of the Lower Mississippi for the next few years was much demoralized. In actual volume the receipts of the first year of its occupancy by the Federal troops, half of which time it was under the Confederate Government, was less than it had been since 1820, and the succeeding year, 1862–'63, was even worse, the actual receipts of produce by the river being the smallest since Louisiana had been purchased from France. It is true that the value of the receipts was apparently large, but this was due to the depreciated currency, to the war prices, with cotton worth several hundred dollars a bale. The first year of the Federal occupancy of the city was the worst in the record of the lower river trade. There was tributary to New Orleans only 140 miles of river, for the Mississippi was closed at Port Hudson, thus cutting off the Red and all its tributaries except the Lafourche. Over this extent of river some few steamers ran, picking up whatever freight there was, carrying supplies to the planters or to the Federal forces; but the business was small and risky. The Federal forces held possession only of the country immediately on the river, which was constantly patroled by gunboats. The Confederates held possession of the country a few miles back of it, frequently made excursions to the river, and opened fire on any passing vessel, gunboat, or even steam-boat.

The receipts of New Orleans for this season were just enough to support the population of the city. There were no exports save of such cotton as could be raised inside of the lines or smuggled in. Trade conditions were completely reversed. But a few years before the produce of the West had been shipped down the river to New Orleans for export to New York; now the articles known as Western produce came from Ohio and Illinois by way of railroads to New York, and thence by ocean steamer.

With the capture of Vicksburg and the opening of the river from Cairo down came a large increase in the river trade. Between the seasons 1862–'63 and 1863–'64 the receipts of Western produce at New Orleans more than doubled. The figures of value for the latter year are favorable, but much of this is due to inflation. The next season saw another large increase, and it saw peace.

The arrival of steam-boats at New Orleans during the war period is somewhat defective, for the reason that boats merely patroling the river are included. The tables of values are based on the paper dollar, and to bring them down to the standard of previous years the gold dollar should be divided by 2 and 3.

Arrivals of steam-boats, together with value of produce received, in greenbacks.

Year.	Number.	Amount.
1861–'62	1,456	$51,510,990
1862–'63	655	29,766,454
1863–'64	1,414	79,233,987
1864–'65	1,481	113,649,280

The character of the receipts were as follows:

Receipts of produce from the interior, 1861 *to* 1865.

Articles.		1864–'65.	1863–'64.	1862–'63.	1861–'62.
Alcohol	barrels	956	1,780	178	307
Apples	do	85,902	39,693	30,081	24,127
Bacon, assorted	casks, etc	13,582	14,930	12,433	4,073
Bacon, do	barrels and boxes	4,942	4,432	1,853	681
Bacon, hams	hogsheads	1,609	14,059	12,490	3,420
Bacon, in bulk	pounds	.....	13,361	.....	784,399
Bagging	pieces	6,371	2,208	48	1,223
Bale rope	coils	17,876	14,495	3,139	2,455
Beans	barrels	12,381	11,555	13,454	2,098
Butter	kegs	21,880	30,983	26,178	5,036
Do	barrels	179	62	86	322
Bran	sacks	113,314	44,093	33,943	65,746
Beef	barrels and tierces	26,541	53,082	41,355	13,622
dried	pounds	6,300	3,500	.....	.....
Cotton:					
Louisiana and Mississippi	bales	241,085	124,182	18,815	34,594
Lake*	do	4,333	1,001	1,959	.....
North Alabama and Tennessee	do	.....	.....	.....	3,585
Arkansas	do	229	.....	.....	701
Montgomery	do	358	.....	.....	.....
Mobile*	do	16,776	647	606	.....
Florida*	do	630	.....	8	.....
Texas	do	7,604	5,214	690	.....
Corn in ears	barrels	4,170	40,666	19,698	22,216
Corn, shelled	sacks	553,273	410,138	165,220	315,652
Cotton-seed	do	18,199	8,729	510	258,750
Cheese	boxes	26,781	35,744	29,286	3,941
Candles	do	31,717	48,262	29,940	5,265
Coal, Western	barrels	994,770	265,298	.....	.....
Dried apples, etc	do	1,214	2,025	3,420	1,262
Flaxseed	do	425	55	20	16
Flour	do	790,824	399,897	264,601	281,645
Feathers	bags	5	.....	.....	51
Glassware	boxes	2,851	612	42	383
Hemp	bales	2,559	303	10	.....
Hides		9,951	22,256	16,931	11,865
Hay	bales	226,764	170,956	87,570	40,578
Iron, pig	tons	.....	60	.....	59
Leather	bundles	3,575	3,358	2,356	10,340
Lard	tierces and barrels	2,981	18,027	9,495	6,069
Do	kegs	7,303	9,655	12,032	4,290
Lime, Western	barrels	14,029	14,641	15,540	27,612
Lead	pigs	5	30	580	1,967
Lead, bar	kegs	.....	.....	25	36
Molassas	barrels	18,725	143,460	202,616	401,404
Oats	barrels and sacks	278,938	735,562	201,919	45,348
Onions	barrels	17,552	13,322	11,622	2,419
Oil, linseed	do	135	90	195	5
Oil, castor	do	95	86	422	50
Oil, lard	do	2,507	1,162	767	339
Pickles	kegs and barrels	3,468	2,178	2,714	121
Potatoes	do	31,523	150,615	157,687	68,269
Pork	tierces and do	41,795	67,022	50,327	11,452
Do	boxes	.....	.....	200	51
Do	hogsheads	.....	580	7	370
Pork in bulk	pounds	230,800	.....	.....	610,219
Porter and ale	barrels	11,604	8,405	2,569	361
Packing yarn	reels	789	83	.....	10
Rice	sacks	13,443	25,816	21,090	23,476
Rosin	barrels	1,648	90	222	277
Skins, deer	packs	117	69	.....	53
Shot	kegs	17	225	.....	4
Spirits turpentine	barrels	147	19	25	2,716
Sugar	hogsheads	9,345	75,153	85,531	225,356
Do	barrels	2,045	8,238	8,499	7,907
Soap	boxes	36,287	18,846	19,664	8,427
Shingles	M	1,907	58	.....	1,475
Staves	M	1,064	346	.....	9
Tallow	barrels	332	57	.....	792
Tobacco, leaf	hogsheads	2,410	1,363	155	1,063
Tobacco, chewing	boxes	13,939	14,184	4,619	6,366
Tobacco	bales	79	96	44	315
Twine	bundles	2,151	1,899	1,263	108
Wool	bags	573	220	5	3,855
Whisky	barrels	21,243	16,615	747	1,760
Wheat	barrels and sacks	2,024	529	335	36,411

*By way of Lake Pontchartrain.

These tables would be incomplete, however, without another showing the value of each article imported, as it demonstrates why the value of the trade of these war years seemed so high.

Receipts of produce from the interior and value for 1863–'64 *and* 1864–'65.

Articles.	1864–'65.			1863–'64		
	Quantity.	Average price.	Value.	Quantity.	Average price.	Value.
Alcohol.....barrels...	956	$182.50	$174,470	1,780	$93.60	$166,608
Apples.....do.....	85,902	7.00	251,314	39,693	4.83	191,717
Bacon, assorted....hoghseads and casks...	13,582	190.00	2,580,580	14,930	118.22	1,765,024
Do.....boxes...	4,942	80.00	395,360	4,432	49.77	230,580
Bacon, hams.....hogsheads and tierces...	1,609	139.50	224,455	14,059	108.87	1,530,603
Bacon in bulk.....pounds...	.....	.....	.....	13,361	13	1,736
Bagging.....pieces...	6,371	19.50	124,234	2,208	16.60	36,652
Bale rope.....coils...	17,876	16.00	286,016	14,495	13.00	188,435
Beans.....barrels...	12,381	9.00	111,429	11,555	12.38	143,050
Butter.....kegs and firkins...	21,880	49.00	1,072,120	30,983	37.11	1,149,779
Do.....barrels...	179	117.50	21,032	62	103.50	6,417
Bran.....sacks...	113,314	2.20	249,290	44,093	2.30	101,413
Beef.....barrels...	23,566	20.50	483,103	53,082	14.64	777,120
Do.....tierces...	2,975	30.75	91,481	40	21.96	878
Beef, dried.....pounds...	6,300	18¼	1,149	3,500	14½	507
Cotton.....bales...	271,615	270.54	73,320,398	131,044	356.20	46,677,872
Cotton-seed.....sacks...	18,199	1.20	21,838	3,729	1.30	11,347
Corn meal.....barrels...	18,907	7.50	141,802	7,496	6.00	44,976
Corn in ear.....do.....	4,170	2.20	9,174	40,665	1.50	60,999
Corn, shelled.....sacks...	553,273	2.90	1,604,491	410,138	3.40	1,394,569
Cheese.....boxes...	26,781	7.50	200,857	35,744	6.27	224,114
Candles.....do.....	31,717	14.50	459,896	48,262	13.43	648,158
Coal, Western.....barrels...	994,770	1.65	1,641,370	265,298	3.00	795,894
Dried apples and peaches.....do.....	1,214	20.00	24,280	2,025	13.75	27,843
Feathers.....bags...	5	42.00	210	.....	.....	.....
Flaxseed.....barrels...	425	17.40	7,395	55	16.00	880
Flour.....do.....	790,824	9.80	7,750,075	399,897	9.18	3,671,054
Furs.....hogsheads, bundles, and boxes...	.....	.....	.....	.....	.....	.....
Glassware.....packages...	2,861	6.50	18,531	612	15.00	9,180
Hemp.....bales...	2,559	63.50	162,496	303	40.00	12,120
Hides.....	9,951	2.70	26,867	22,256	3.24	72,099
Hay.....bales...	226,764	6.20	1,405,936	170,956	7.69	1,314,651
Horns.....	14,650	5	732	158,132	6	9,487
Iron, pig.....tons...	.....	.....	.....	60	50.00	3,000
Lard.....barrels and tierces...	2,981	56.00	166,936	18,027	37.37	673,668
Do.....kegs...	7,303	11.50	83,984	9,655	7.69	74,266
Leather.....bundles...	3,575	42.00	150,150	3,358	88.35	296,679
Lime, Western.....barrels...	14,029	3.00	42,087	14,641	3.50	51,243
Lead.....pigs...	5	12.50	62	30	17.50	525
Lead, bar.....kegs and boxes...	.....	.....	.....	.....	.....	.....
Lead, white.....kegs...	551	6.90	4,903	3,301	8.75	28,883
Molasses.....gallons...	749,000	.88½	662,865	5,738,400	.66	3,127,344
Oats.....sacks...	278,938	4.00	1,115,752	735,562	4.90	3,604,253
Onions.....barrels...	17,552	7.30	128,129	13,322	6.00	79,932
Oil, linseed.....do.....	135	72.00	9,720	90	80.00	7,200
Oil, castor.....do.....	95	163.00	15,485	86	100.00	8,600
Oil, lard.....do.....	2,507	77.00	193,039	1,162	54.00	62,748
Oil-cake.....tons...	5	50.00	250	.....	.....	.....
Potatoes.....barrels...	31,523	4.00	126,092	150,615	4.25	640,113
Pork.....tierces and barrels...	41,795	36.50	1,525,517	67,022	25.80	1,729,167
Do.....boxes...	.....	.....	.....	.....	.....	.....
Do.....hogsheads...	.....	.....	.....	580	103.00	59,740
Pork, in bulk.....pounds...	230,800	14½	33,466	.....	.....	.....
Porter and ale.....barrels...	11,604	22.00	255,288	8,405	13.00	109,265
Packing-yarn.....reels...	789	12.50	9,862	83	13.20	1,095
Pickles.....barrels and kegs...	3,468	14.50	50,286	2,178	10.75	23,413
Rice.....sacks...	13,443	63.00	846,909	25,816	10.70	276,489
Rosin.....barrels...	1,648	16.00	26,368	90	39.66	3,569
Rum.....do.....	21	86.00	1,806	1,864	120.00	223,680
Skins, deer.....packs...	117	130.00	15,210	69	22.00	1,518
Shot.....kegs...	17	200.00	3,400	225	62.50	14,062
Soap.....boxes...	36,287	8.50	308,439	18,846	6.65	125,325
Spirits turpentine.....barrels...	147	138.00	20,286	19	164.00	3,116
Staves.....M...	1,064	75.00	79,800	346	150.00	51,900
Shingles.....do.....	1,907	7.50	14,302	58	12.00	696
Sugar.....hogsheads...	9,800	203.50	1,994,300	76,801	179.70	13,801,139
Spanish moss.....bales...	1,125	27.00	30,375	1,272	13.30	16,917
Tallow.....barrels...	332	61.00	20,252	57	69.25	3,947
Tobacco, leaf.....hogsheads...	2,410	349.00	841,090	1,363	250.00	340,750
Tobacco, strips.....do.....	.....	.....	.....	.....	.....	.....
Tobacco, stems.....do.....	.....	.....	.....	.....	.....	.....
Tobacco.....bales...	79	44.00	3,476	96	30.00	2,880
Tobacco, chewing.....kegs and boxes...	13,939	100.00	1,393,900	14,184	60.00	851,040
Twine.....bundles and bales...	2,151	15.00	32,265	1,899	21.00	42,396
Vinegar.....barrels...	6,124	13.00	79,612	3,533	12.00	39,996
Wool.....bags...	573	32.50	18,622	220	35.00	7,700
Whisky.....barrels...	21,243	86.50	1,837,519	16,615	75.00	1,246,125
Wheat.....sacks...	2,024	4.50	9,108	529	6.70	3,545
Other various articles, estimated at.....	.....	.....	6,000,000	.....	.....	4,000,000
Total value.....	.....	.....	111,013,923	.....	.....	79,233,985

When in the fall of 1865 business was resumed, the Price Current set to work to estimate how much trade the war had taken from the river and New Orleans. It found that the Western States were now getting many of their supplies, coffee, for instance, which had formerly reached them by the river, from the Atlantic by means of the railroads. A large portion of the trade that the Mississippi had formerly possessed was gone, much of it never to return. The Price Current estimated the decline in the shipments of Western produce down the river from 75 to 90 per cent. As compared with the year before the war the year after it showed the following losses:

Articles.	Quantity.	Articles.	Quantity.
Apples.....barrels...	31,514	Lard.....tierces...	62,803
Bacon.....casks...	31,433	Corn.....sacks...	1,168,666
Hams.....hogsheads...	36,205	Tobacco.....hogsheads...	78,545
Butter.....kegs...	16,465	Whisky.....barrels...	163,799
Bran.....sacks...	160,963	Potatoes.....do.....	176,175
Pork, in bulk.....pounds...	2,381,076	Oats.....sacks...	380,612
Lead.....pigs...	80,959		

Although the traffic of New Orleans and the Lower Missssippi presents rather high figures, all things considered, during the war period, it was due simply to the fact that cotton then commanded such a high figure. It had fallen off at least 80 per cent. in bulk. The receipts of the city consisted wholly of the supplies for the army and the sparse population living within the Federal lines and the shipments to market of the produce of the small section of country in Louisiana where any agriculture was carried on. Trade conditions had changed during these four years of war as they had never done before, and save in two or three lines the river traffic has never since caught up to the condition that it had previously enjoyed. Thanks to the embargo of war, the railroads had gained in four years an advance on the Mississippi which under ordinarily favorable circumstances it would have taken them twenty years to have secured.

THE POST BELLUM PERIOD.

With a return of peace New Orleans and the Lower Mississippi Valley counted upon a restoration to much the conditions prevailing in 1860–'61, when the war broke out; but they were doomed to disappointment, and it soon became evident that a large portion of the Western produce which had formerly been sent to market via the river had been diverted to other points, never to return. The value of receipts for that year was swollen to a high figure, but this was due almost wholly to the cotton which poured into New Orleans. The crop, not of a single year, but of four years, was being marketed. Among the receipts were bales three and four years old, which had been stored away in some barn during the war waiting for a chance of getting to market. New Orleans secured a large proportion of the cotton, but not as great a percentage as it had been in the habit of handling in the past. The greatest decline in the river trade, however, was in Western products. The receipts of flour were under a million barrels, most of which was needed for home consumption, only one-fourth of it being exported. The pork and lard just supplied the home demand; and there were no receipts of wheat, a Western product, the transportation of which the river route had once disputed with the Erie Canal.

It was found, also, that the old way of doing business had to be changed. Previous to the war New Orleans had possessed no regular commercial exchange, and a large proportion of its business was transacted immediately on the levee. The necessity of some place where information could be obtained as to the movement of crops and current prices that could be depended on resulted in the organization of the Merchants' Exchange, on the model set by the Northern and Western cities.

New Orleans was still without any through railroad line, its two railroads, the New Orleans, Jackson and Great Northern and the Louisiana and Texas, being as yet badly connected with the other railroad systems of the country. Both roads brought considerable produce into the city, but the Mississippi was still the source of nearly all the commerce of the city. There were steam-boat lines to Cincinnati, Saint Louis, and on all the neighboring streams, the Red, up which vessels run as far as Jefferson, bringing down to New Orleans a large proportion of the cotton crop of northern Texas, the Yazoo, which is now transfer trade at Vicksburg, the Ouachita, La Fourche, and other streams.

Nor did the next year show any recovery of that lost Western trade New Orleans was looking for. There was an absolute decline in the receipts of hay, pork, bacon, lard, and nearly all the food crops.

The river route, however, witnessed an important change in its commercial methods in the establishment of the barge line, and New Orleans congratulated itself over this new system of transportation, and expressed confidence that the problem of river competition with rail had been solved, and that much of the Western produce trade would return.

"Perhaps we shall witness grain transferred in bulk in these barges," was the suggestion of one of the papers, which was afterwards to be realized.

A severer difficulty was encountered, however, in the condition of the bars at the mouth of the river. Since 1850 the trouble with these obstructions had been growing greater as the size of vessels engaged in ocean traffic had increased. The expense of being delayed at the passes, the cost of towage, etc., were burdens to the commerce of New Orleans which the entire Mississippi Valley felt. The delegates from the Merchants' Exchange at the river convention in Saint Louis discussed the question and called upon Congress to deepen in some way the passes to New Orleans.

The introduction of the barges and the construction of steamers built entirely for transportation, and not incumbered by the magnificently fitted-up cabins, which had formerly been a *sine qua non* in river steamers, had a marked effect in reducing river freights; but they do not seem to have taken much Western produce away from the railroads or brought it to New Orleans, and the season of 1869–'70 showed no increase in any line of business. Saint Louis was sending provisions to within a few hundred miles of New Orleans, and the merchants complained. Memphis, which had previous to the war been a dependent of the Crescent City, shipping all its cotton there, had developed a large and increasing plantation trade. New Orleans had measurably lost its trade in Western produce, and imported only so much pork, bacon, lard, etc., as was needed for local consumption and for shipment to the neighboring towns of the Gulf coast. It no longer received this produce for export to Europe or New York. Cotton was becoming more and more the chief element in the trade of the city, and the necessity of conducting it on a more business-like basis had resulted in the organization of the Cotton Exchange.

Even of cotton a considerable proportion has been diverted from the river and New Orleans by the construction of railroads. The crops of northern Alabama no longer came in that direction, and a small proportion of the Arkansas and Texas crops reached the city. In 1859–'60 nearly 46 per cent. of the cotton crop of the country had been marketed at New Orleans. In 1866–'67 its proportion was but 35 per cent.; in 1870–'71, 33 per cent., and 1876–'77, 27 per cent.

River transportation had been greatly cheapened, but already the lower Mississippi was beginning to experience the competition of the railroads, and the complaint was made that these lines touched at various river points where they offered very low rates for business, and actually carried freight for less than it cost them in order to prevent the steamboats from getting it.

In 1870 New Orleans secured its third road, the New Orleans, Mobile and Texas. Its railroad lines were as yet without any important river connections and bad taken little if any traffic from the steam-boats that the latter had formerly handled. Where the railroads were beginning to "pinch" was at points above, like Memphis and Saint Louis, whence the trunk was carrying away a great deal of freight that had formerly come down the river to New Orleans.

In 1871 was noted the first receipt of produce in New Orleans by rail from a river town. This was a large quantity of flour from Saint Louis, which came the via Saint Louis and Iron Mountain, Mobile and Ohio, and New Orleans, Mobile and Texas (now the New Orleans branch of the Louisville and Nashville Railroad). The flour was brought from Saint Louis for 75 cents a barrel, the river rate, but saving the insurance. This movement, prophetic of the future, was one to cause surprise, inasmuch as New Orleans had close, excellent, and cheap connection with Saint Louis at the time. It boasted loudly of the barge line, with its 73 barges. By this line grain shipments had been made down the river as early as March, 1869, and 1 to 2 cargoes had been sent each subsequent month during the summer. The freight to New Orleans was 10 cents, charges at that port, 2; freight to Europe, 24, making a total of 36, against 47 by the Erie Canal route during the summer, and 61 by rail via New York in winter when the canal was closed.

But although the grain trade showed promise, the general outlook was far from gratifying, and the complaint was made of a still greater diversion of trade to Western cities. The railroads in the lower Mississippi Valley, moreover, were now handling a portion, as yet very small, of the trade that had been formerly monopolized by the steamers. The year 1872–'73, just before the beginning of the jetties, gives a fair comparison of the amount of business divided between the two routes, rail and water.

Receipts of produce at New Orleans, 1872–'73.

	By river.	By rail and canal.	Total receipts.*
Apples ... barrels...	74,740	18,676	93,416
Bacon ... casks...	42,343	5,012	47,355
Do ... boxes...	12,425	876	13,301
Hams ... tierces...	16,960	5,893	22,853
Bagging ... pieces...	5,495	2,845	8,340
Beans ... barrels...	3,160	1,063	4,223
Butter ... packages...	24,620	6,986	31,606
Bran ... sacks...	194,386	1,006	195,392
Beef ... barrels...	7,962	1,113	9,075
Cotton ... bales...	969,326	438,495	1,407,821
Cotton-seed ... sacks...	846,468	43,902	890,370
Corn meal ... barrels...	145,749	12,529	158,278
Corn ... sacks...	1,240,857	165,347	1,406,204
Corn in bulk ... bushels...	1,840,623	38,287	1,878,910
Cheese ... boxes...	32,720	26,606	59,326
Candles ... do...	53,187	10,821	64,008
Coal ... barrels...	1,426,220	28,919	1,455,139
Flour ... do...	1,012,949	34,175	1,047,124
Hay ... bales...	138,445	42,972	181,417
Lard ... packages...	48,217	82	48,299
Do ... kegs...	47,147	11,272	58,419
Do ... cases...	712	.....	712
Malt ... sacks...	52,739	.....	52,739
Molasses ... barrels...	82,516	78,760	161,276
Moss ... bales...	698	5,003	5,701
Oil (cotton-seed) ... barrels...	10,277	15,324	25,601
Oil-cake ... sacks...	85,331	76,889	162,220
Oats ... do...	544,653	22,346	566,999
Onions ...	16,107	15,736	31,843
Potatoes ... barrels...	131,681	73,349	205,030
Pork ... do...	55,927	43,399	99,326
Staves ...	489,873	25,597	515,470
Rice ... barrels...	19,476	53,998	73,474
Soap ... boxes...	22,820	5,420	28,240
Starch ... do...	51,005	12,318	63,323
Sugar ... hogsheads...	58,055	37,782	95,837
Do ... barrels...	1,105	455	1,560
Tobacco ... hogsheads...	20,141	10,050	30,191
Do ... boxes...	5,157	67,789	72,946
Wheat ... sacks...	236	.....	236
Wheat in bulk ... bushels...	.....	896	896
Whisky ...	41,639	12,679	54,318

* With the exception of cotton, little if any of these receipts are by lake.

It will be seen that the steam-boats were still well in the lead, and that they brought to New Orleans three-fourths of all the produce, Southern and Western, received there. The railroads had made very slight invasion on the river. They generally brought products to New Orleans from interior points, which would not have reached that city by any other route. More than two-thirds of the cotton, two-thirds of the tobacco, nearly that proportion of the sugar, practically all the coal, staves, and cotton-seed, and seven-eighths of the Western produce reached New Orleans by the river route.

The railroads handled a proportion of the cotton and cane crops, cotton-seed oil and cake, and a majority of the manufactured goods.

In 1874–'75 the most important work in the development of the trade of the Mississippi Valley was accomplished in the construction of jetties. This work proved an engineering success, and while it did not divert as much trade to the river as had been expected by some, its commercial effects were felt throughout the Mississippi Valley. In reducing freight rates from New Orleans, which it materially affected, it lessened the cost of shipment by the river route and compelled an equal reduction in the railroad rate, and thus added so much to the value of the grain and meat on the farm.

The passes had been sufficient for the vessels trading with New Orleans in its earlier years; but from the day that steam had come into play and the size and draught of ocean vessels had increased they were no longer satisfactory. During the entire decade before the war the commercial history of New Orleans is largely made up of demands on the part of its merchants, and, indeed, of the entire valley, for the improvement and deepening of the passes and the removal of the bar which had obstructed the passage of ships. Every river convention passed a resolution insisting upon the work being done. The Government made several attempts to remove the bar, in which at best temporary relief was afforded. After the war the same systems were pursued and various plans tried with little success. The dredging of the channel, for which purpose two large and powerful vessels were employed, afforded a temporary and very unsatisfactory relief. Several more plans of bar removal were proposed. In 1875 Congress pronounced in favor of the jetty

plan suggested by Capt. James B. Eads, and the work was begun the same year. It was practically completed in 1879, but long before that it was known that the system was a success, and the river trade began to feel the revivifying effects of this new opening and this material reduction in freight rates to Europe.

The success of the work on the jetties gave New Orleans a great impetus. The river trade was in an encouraging condition, feeling, it is true, the competition of railroads, but not alarmed over it.

In the Vicksburg and Bends trade, the four steamers, *R. E. Lee*, *Natchez*, *Frank Pargaud* and *Katie*, could bring out 20,000 bales a week, and literally "coined money."

In the Red River trade there were 14 steamers running regularly, with a weekly capacity of 25,900.

In the Ouachita, Bayou Bartholomew, D'Arbonne, and Saline trade were 6 steamers able to transport each week 15,000 bales of cotton.

The Saint Louis trade supported 14 steam-boats besides the barge line, the upper coast 4, the Opelousas trade 4, with steamers running into Bayous, Bœuf and Des Glaises, the Ohio River 12, Bayou Lafourche 3, Bayou Teche 1, Bœuf River 3, Memphis 3, lower coast 5, Arkansas and White 2, and Bayou Macon 2, making 77 regular packets running daily, weekly, and bi-weekly to New Orleans, besides the large number of transient vessels which made occasional trips to all these points.

There is little change to chronicle in the next few years. The railroads were being constantly extended and were securing a larger proportion of the freight. The Louisiana and Texas Railroad brought a considerable amount of freight from the Teche country that formerly came by boat. The building of the New Orleans Pacific branch of the Texas and Pacific tapped the Mississippi at several points, Donaldsonville, Plaquemines, etc., the Atchafalaya, and ran nearly parallel to Red River, touching it at Alexandria, Shreveport, and other important shipping centers.

The record of the river business during the years 1879–'80, when the jetties were formally opened to commerce, gives a good idea of its condition then. The bu ness of that season has never since been exceeded, or indeed, equaled, and while the territory tributary to the New Orleans boats was more circumscribed than in previous years, it was still large and the business satisfactory.

The following gives the river business of New Orleans that season:

Steam-boat arrivals at the port of New Orleans for the year ending August 31, 1880, *showing the locality from which they were reported and the number of trips made by each.*

Names.	Trips.	Names.	Trips.
From lower coast:		Bayou Sara:	
Emma Irvine	143	E. J. Gay	91
Isabel	139	John W. Cannon	70
Alvin	121	Wm. Fagan	27
Martha	83	Corona	8
Daisy	29	St. Mary	6
Lura	4	Atchafalaya:	
Sylvan Dell	4	Fanchon	40
Kittie Nye	2	Yazoo	37
Bayous Barataria and Des Allemands:		Bertha	18
John S. Baird	55	Big Sunflower	14
Joe Webre	19	Laura L. Davis	9
Morning Star	1	City of Augusta	4
Bayou Lafourche;		Danube	1
Assumption	85	Ollie B	1
Henry Tete	59	Bayou Teche:	
Belle	45	J. M. Chambers	25
St. Mary	16	Bertha	8
Clara S	13	Era No. 10	1
Laura L. Davis	7	Rene Macready	1
C. K. Peck	6	Bayou Vermilion:	
Upper coast to Baton Rouge:		Exchange	16
Whisper	111	Red River:	
Fair Play	76	Silver City	20
Belle	52	Jewel	20
Clara S	51	Jesse K. Bell	18
City of Augusta	46	Alexandria	16
De Smet	35	Yazoo Valley	15
St. John	27	Danube	14
Eva	16	Bonnie Lee	12
Rene Macready	15	Jo Bryarly	8
Kittie Nye	10	Ashland	8
St. Francis Belle	10	Kate Kinney	7
Belle Albert	7	Laura Lee	6
Tensas	3	John D. Scully	5
Minnow	2	W. J. Behan	4
Laura L. Davis	1	Maria Louise	3
Kittie Nye	1	C. K. Peck	3
Sylvan Dell	1	Charmer	3

Steam-boat arrivals at the port of New Orleans, etc.—Continued.

Names.	Trips	Names.	Trips.
Red River—Continued.		Ohio River—Continued.	
City of Augusta	2	Reuben R. Springer	8
Cornie Brandon	1	U. P. Schenck	8
Ouachita and tributaries:		Guiding Star	7
John Wilson	32	Thos. Sherlock	5
John H. Hanna	19	Bedford	3
Fred. A. Blanks	16	Florida	1
Wm. Fagan	16	Rosa B	1
Tensas	16	Laura L. Davis	1
Tom Parker	12	Jesse K. Bell	1
Era No. 10	11	Fred. A. Blanks	1
John Howard	10	Eldorado	1
Clara S	9	Corona	1
St. Mary	9	Wm. Fagan	1
Corona	7	Charmer	1
Katie P. Kountz	3	Lucy E. Gastrell	1
Big Sunflower	3	Sunbeam	1
D. Stein	1	Saint Louis:	
Little Bob B	1	W. P. Halliday	15
Gen. C. H. Tompkins	1	John A. Scudder	15
Red Cloud	1	City of Alton	14
Gen. D. H. Rucker	1	Annie P. Silver	13
Rosa B	1		
Davis's Bend:		Commonwealth	12
Lucy E. Gastrell	12	E. O. Stanard	12
Tensas	4	James Howard	11
Yazoo:		J. B. M. Kehlor	11
City of Yazoo	10	Centennial	11
Vicksburg and the Bends:		Belle of Shreveport	10
J. M. White	42	H. C. Yaeger	6
Natchez	42	Mollie Moore	4
Robert E. Lee	39	Chas. P. Choteau	4
Frank Pargaud	16	Dacotah	2
Thompson Dean	12	Golden City	2
John W. Cannon	10	Carrier	2
Ed. Richardson	9	C. K. Peck	1
St. John	6	Ashland	1
Yazoo Valley	5	Kate Kinney	1
City of Yazoo	5	John L. Rhoads	1
John H. Hanna	4	Tidal Wave	1
Rosa B	2	Gold Dust	1
Whisper	1	City of Yazoo	1
Kate Kinney	1	John M. Chambers	1
E. C. Carroll, Jr	1	De Smet	1
White and Arkansas Rivers:		Paris C. Brown	1
Florence Meyer	4	Henry Frank	1
John Howard	3	Guiding Star	1
Katie P. Kountz	1	Montana	1
Cherokee	1	Coal:	
John D. Scully	1	J. Sharp McDonald	6
Gen. C. H. Tompkins	1	John A. Wood	6
Helena and Memphis:		Jos. B. Williams	5
Chas. P. Chouteau	11	Simpson Hornor	4
Henry Frank	11	Harry Brown	3
Laura Lee	5	Oakland	3
Cherokee	3	Smoky City	3
James Howard	3	Nellie Speer	2
E. O. Stanard	1	J. D. Moulton	1
Bertha Lee	1	Panther	1
Golden Rule	1	Tom Rees	1
John A. Scudder	1	John Porter	1
Laura L. Davis	1	Fred. Wilson	1
Florence Meyer	1	Coal Bluff	1
Cairo:		Dick Fulton	1
Natchez	1	Grafton	1
W. P. Halliday	1	Miscellaneous:	
Ohio River:		Salvor No. 2, Red River	2
Paris C. Brown	10	Mary Ida, Black Hawk	3
Golden Crown	10	Aleck Chambers, Atchafalaya	3
Golden Rule	10	Painter No. 2, Vicksburg	1
Golden City	10	Lizzie Bayliss, bends	1
Robert Mitchell	9	John T. Moore, Mobile	1
Chas. Morgan	9	Gen. Barnard (U. S.)	1
Will Kyle	8	H. S. Benner (U. S.)	1
New Mary Houston	8	Alice (U. S.)	1

Grand total of steam-boat arrivals, 2,711.

Grand aggregate of tonnage, 1,762,856 tons (exclusive of the Salvor No. 2, Gen. Barnard, H. S. Benner, and the Alice).

Steam-boat arrivals at the port of New Orleans, etc.—Continued.

TOWS.

Name.	Trips.	Barges.	Name.	Trips.	Barges.
Grand Lake No. 2	10	40	Grafton	1	14
John Dippold	13	68	My Choice	3	13
Sam Roberts	4	15	Raven	3	12
Port Eads	13	65	Imperial	2	15
Future City	12	56	Alps	1	5
E. M. Norton	9	39	Jas. Hobson	1	5
John Means	8	38	Josie	1	3
John W. Garrett	5	15	John Porter	1	3
A. J. Baker	6	22	J. Gilmore	10	51
Iron Mountain	4	20			

Grand total of barges, 499; tonnage, 289,420 tons.

Arrivals in each line of trade.

Line of trade.	No.	Line of trade.	No.
Lower coast	525	Ouachita River	148
Bayou Barataria and Des Allemands	75	Vicksburg and the Bends	211
Bayou La Fourche	231	Yazoo River	10
Upper coast	656	White and Arkansas Rivers	11
Atchafalaya River	124	Helena and Memphis	39
Bayou Teche	35	Cairo	2
Bayou Vermillion	16	Ohio	116
Red River	165	Saint Louis	157

From that date to the present time, despite occasional spurts, the steam-boat business of New Orleans has declined. There has been less done, and less profit in it, and the territory tributary to New Orleans by the Mississippi has been materially reduced. The receipts of produce at the city have shown like changes; but the railroads have steadily increased their business at the expense of the steam-boats. The steam-boat men fully appreciated the situation, and various plans have been suggested to revive the river business, but with no material success.

At the beginning of the commercial season of 1883 the complaints of the merchants that the steam-boat freights were high, and the contrary complaints on the part of the river men of a falling off in business, resulted in a determination to frame a just and equitable tariff for all the lower river points trading with New Orleans. Joint committees of the Cotton Exchange, Chamber of Commerce, and Produce Exchange met to consider this matter, and subcommittees were appointed to frame tariff charges. After a great deal of labor and an impartial investigation of the different interests of commerce and the river carriers, a rate was agreed on as to the upper coast trade between New Orleans and Bayou Sara. For this trade two rates were made, one to public landings (points where the steam-boats always land), and the other to way landings, that is, to any point where the steam-boat may be hailed. The difference in rates was on account of the difficulty and cost of landing and the delay and danger. Starting on the basis of this tariff, additional tariffs were made for all the other river points. The allowance for the Vicksburg trade was one-fifth greater for "way" landings than for public landings.

The rates to Helena were made the same as those to Vicksburg in consequence of the liberal tariff allowed to Vicksburg and the competition between Southwestern points and New Orleans.

The rates to the Yazoo and Sunflower Rivers were made double those to Vicksburg, with one-fifth added for way landings on the Yazoo; and for points on the Tallahatchie River 25 per cent. was allowed over the rates made for the Yazoo and Sunflower Rivers.

The high-water tariff of 1880 was adopted for Red River, and the same rate was fixed for the Ouachita River trade as for all points on Red River below Alexandria.

As New Orleans had definitely lost the Arkansas and White River trades by that time, it was deemed superfluous to fix any tariff for those streams.

On September 12 the tariff was agreed on and submitted to the steam-boat men.

This tariff was at first not generally well received by the steam-boat men. While some of the rates were favorable, indeed more favorable than they were willing to give, others were not. Complaint was also made that the tariff had been adopted and made

public without the river men being called into consultation or allowed to point out where certain rates allowed them were too low. The Red River steam-boat men especially protested against the tariff framed for their trade, and declared that they could not accept the rates. Instead of the tariff being adopted in a body by the steam-boat men, it was accepted piecemeal. The Red River steam-boats finally arranged a compromise with their patrons. The other river interests accepted the merchants' tariff, which, with some amendment on account of the competition of railroads, is the basis of the present freight charges on the river.

The complaint of the steam-boat men that the insurance rates by river were excessive and operated unfavorably to river interests was not acted on.

The attempt to systematize the river traffic and to frame a proper tariff proportionate to the distance traveled proved only partially successful and had little effect in diverting trade back to the river from the railroads. The steam-boats found themselves compelled to frequently change rates to meet the cut of the railroads at competing points, and while the card rates are still in existence they are subject to cuts of 25 and 50 per cent.

Elsewhere is given the changes and fluctuations that have occurred in river business during the last six years.

THE SCHEME OF A SYNDICATE TO PROVIDE A NEW OUTLET FOR MISSISSIPPI VALLEY PRODUCTS.

[From the Saint Louis Republican, January, 1888.]

Col. Malcom G. Webb, of Paris, France, is at the Southern. He is an American, but has lived in Europe for seventeen years, principally in France. He was at one time well known in American journalism, and for nine years after he went abroad he represented Reuter's Telegraph Company of London. He is also an engineer of national fame, and has been connected with some of the leading canal enterprises of the world. He is here representing a European syndicate who propose to open up an outlet for the Mississippi River to the Atlantic coast. To a Republican reporter Colonel Webb spoke with confidence, and thought the enterprise would succeed. He said: "I am here in the interest of European capitalists, who propose a commercial project more gigantic and extensive than any one this country has ever seen. The South will be the greatest beneficiary therefrom, but the result will be an enormous increase of export trade, both of mineral and agricultural resources, to all parts of the world. The scheme is briefly to open a water way to the Atlantic Ocean other than via Eads's jetties and the Gulf of Mexico. It will begin about 7 miles south of New Orleans, and will run thence to Pensacola, Fla., passing through Lake Borgne, going out along Mississippi Sound, passing Mobile Bay, and reaching Pensacola Bay, a distance of nearly 162 miles, almost the whole route of which is at present occupied by waters more or less adapted for canal purposes, and which route can be prepared at comparatively small outlay. For several years the project of a canal to connect the Atlantic coast with the Gulf of Mexico has engaged the attention of engineers of the United States, and its importance has been recognized by the Government, and a survey has been made of the proposed route and reported feasible. The Gulf of Mexico is the natural outlet for the larger proportion of the products of North America, for into it flows the Mississippi, the most important river in the world.

"The Mississippi Valley has an area of 1,683,303 square miles and drains an area exceeding by 459,114 square miles one-half the total area of the United States. It drains eighteen States and three Territories, and could contain Austria four times, Germany or Spain five times, France six times, the British Isles or Italy, and within its limits are grown 90 per cent. of Indian corn, 73 per cent. of wheat, 83 per cent. of oats, and 63 per cent. of the cotton produced in the United States, the weight of which alone is more than 60,000,000 tons. It is capable of producing food and clothing and of housing the population of the whole world, and if peopled as thickly as Belgium or the Netherlands, to say nothing of the Celestial Empire, it would contain 400,000,000 souls. Every part of this region is intersected by the Mississippi and its tributaries, which, from the source of the Missouri, its main branch, to the Gulf, is 4,300 miles, the longest river in the world. It carries with it to the Gulf the waters of fifty smaller rivers, all of which are navigable for boats, and there are hundreds of streams navigable by barges, making th total navigable length of the river and its tributaries 20,000 miles and pours as much water into the sea daily as the Thames does in a year. Now, the idea of the syndicate which I represent is that the water carriage of our freight should not be dependent upon New Orleans or any other city, and that the inadequacy of the Eads jetties and the Gulf of Mexico as suitable harbors and water ways is largely responsible for the decline of the river traffic of the United States and the decrease in our commercial growth abroad. Twenty-five years ago New Orleans showed that the total tonnage of vessels which entered her port from foreign countries was 659,000, and she was the third port in the United States, pressing Boston closely for second place, but since that time she has grad-

ually lost her trade and to-day occupies only the sixth place as a seaport town of the United States. The great East and West trunk railroads have superseded the Mississippi in carrying the produce of the great central valley of the seaboard to the markets of Europe and South America. This effect, which would have have seemed impossible—for it is impossible usually for railroads to compete with rivers and canals—has been produced by several causes, not the least of which has been the difficulty of navigating the Mississippi from New Orleans to the Gulf. It is believed by scientists that the mouth of the river was once where Baton Rouge now is, and that the whole 200 miles between there and the Gulf has been deposited by the river. This has always been a troublesome barrier to commerce, and now we propose to remedy it by building what we call the Atlantic and Mississippi Canal."

THE LEVEES.

NUMBER OF ACRES SUBJECT TO OVERFLOW—FIRST LEVEE—SWAMP-LAND ACT—HOW THE LEVEES ARE BUILT—THEIR COST AND CONDITION—WHAT THE STATES OF LOUISIANA, MISSISSIPPI, AND ARKANSAS HAVE SPENT IN THE CONSTRUCTION OF LEVEES—CREVASSES—FLOODS OF 1828, 1844, 1849, 1850, 1858, 1862, 1867, 1874, 1882, AND 1884—LOSSES FROM OVERFLOWS—COST OF HIGH WATER.

What are the number of acres subject to overflow by the Mississippi River in each State between Saint Louis and the Gulf were it not for the levees, including that now subject to overflow for want of artificial barriers?

The delta or alluvial lands of the Mississippi are subject to overflow unless protected by dikes or levees, the name originally given to these embankments of earth by the French or creole settlers of Louisiana. This delta includes portions of seven States—Illinois, Missouri, Kentucky, Tennessee, Arkansas, Mississippi, and Louisiana. It is calculated by the Mississippi River Commission to contain 29,790 square miles or 19,065,600 acres, as follows:

Area of lands subject to overflow by Lower Mississippi River from head of St. Francis Basin to the Gulf of Mexico, arranged for basins and States.

[Compiled from the Alluvial Map of the Mississippi River Commission.]

Basin.	State.	Square miles.	Acres.
St. Francis Basin and Mississippi River front	Illinois	65	41,600
	Missouri	2,874	1,839,360
	Kentucky	125	80,000
	Tennessee	426	272,640
	Arkansas	3,216	2,058,240
White and Arkansas fronts	do	956	611,840
Yazoo basin	Tennessee	27	17,280
	Mississippi	6,621	4,237,440
Macon, Boeuf, and Tensas basins	Arkansas	480	307,200
	Mississippi	305	195,200
	Louisiana	4,475	2,864,000
Atchafalaya basin	do	6,195	3,964,800
Pontchartrain basin	do	2,001	1,280,640
La Fourche basin	do	2,024	1,295,360
Total		29,790	19,065,600

BY STATES.

States.	Square miles.	Acres.
Illinois	65	41,600
Missouri	2,874	1,839,360
Kentucky	125	80,000
Tennessee	453	289,920
Arkansas	4,652	2,977,280
Mississippi	6,926	4,432,640
Louisiana	14,695	9,404,800
	29,790	19,065,600

This is twice as large as the Kingdom of the Netherlands, twice as large as Switzerland, larger than many of the historic states of Europe, and larger than the combined areas of Vermont, Massachusetts, Rhode Island, and Connnecticut. It is seven times as great as the arable lands of Egypt now or at any former period of its history.

The first advent of the white man into the Mississippi Valley showed the necessity for levees or dikes of earth-work to prevent the low bottoms on both sides of the river from being overflowed. Lasalle found the banks under water at several points when he came down the river in 1684, and Bienville in his exploring expeditions similarly found them overflowed.

At several points on or near the river were mounds erected by the Indians presumedly as a refuge from extraordinary high water. One of the highest points encountered by Bienville during his explorations of the Mississippi in 1699–1700 was New Orleans. The Metaerie ridge which runs back of the city rises from 6 to 7 feet higher than the surrounding country, and the front land facing on the river, especially that extending from Bayou St. John forward, is high enough to escape the flood in ordinary years. It is to this fact that the selection of this location as the future capitol of Louisiana was due. Seeing that the land here was out of water when nearly all the surrounding country was flooded, Bienville came to the conclusion that it was above overflow and selected it for the city which he had then in view.

The flood that he saw, however, was but a small one, the river not rising its usual height that year.

THE FIRST LEVEE.

The water of 1718 was much higher and interfered seriously with the men employed in laying the foundations of New Orleans, they being compelled by it to stop work and to devote themselves to the construction of a rude levee in front of the town and for some short distance above it, which sufficed to keep it clear of water. This was the first levee in Louisiana, and was constructed under the auspices of Sieur Le Blond de la Tour, chief of engineers of the colony and a Knight of St. Louis. This levee was merely a temporary one, but answered its purpose. It was worked on each successive year, raised and strengthened from time to time, being finally completed under Perrier in 1727. It then presented an 18-foot crown and 60-foot base, and was 5,400 feet, or slightly over a mile, in length. This was more than the city front, and was ample protection to it. Above the city for 18 miles a smaller levee was continued, and another extended 14 miles below, both for the protection of farmers and of the city.

The country around New Orleans was settled, levees were constructed, and by 1735 they extended a distance of 42 miles, from English Turn, "*Détour des Anglais*" to 30 miles above the city. With the exception of the New Orleans levee, however, they were low and weak and fell an easy victim to the great flood of that year, which lasted from the latter part of December to the end of June, 1736. The levees were broken in many places and New Orleans flooded from the crevasses above. The overflow caused great loss and damage and prevented the planting of much of the land, as the water did not go down until so late a day. The levees were patched up, but so little was done towards properly restoring them and crevassses continued so frequent that the government took the matter in hand and issued an edict requiring the owners of land fronting on the river, and all the properties in the colony so fronted, to improve their levees and have them in good condition by January 1, 1744, under penalty of confiscation. This stringent law seems to have accomplished its purpose, and for the next half century Louisiana escaped with comparatively little damage from overflow, and the levees were gradually extended and became the basis of the present levee system of the Lower Mississippi Valley—indeed, it is possible that some of them exist to this day in those sections where there has been little change in the course of the river.

In 1752 the levees extended along the river front 20 miles below and 30 above New Orleans, from Concession to near Bonnet Carre. The levee system was excellent, and no breaks occurred; and however defective the government of the colony may have been in other matters at that time, when it passed through many financial depressions, there could be no doubt of the efficiency with which it guarded the levees. These were constructed by the inhabitants themselves, but the government reserved a supervisory power, and allowed no planter to neglect his embankment and endanger the safety of his neighbors. All the land protected by levees was under a high state of cultivation, and nearly the entire population of the colony was concentrated in this narrow limit of less than 200 square miles. The cost of levee building was relatively higher than it is now, the planter, having no facilities for this work; this caused the slow settlement of the country, as the expense of protecting new land from overflow was many times greater than the cost of buying and stocking it. The levee, however, continued to advance slowly northward at the

rate of a mile a year. In 1782, 1785, and 1796 the river rose to a very great height, but the people escaped any serious damage from overflow. There were slight crevasses, it is true, and in 1780, 1785, 1791 and 1799 New Orleans was flooded from them. The last overflow, which was the worst, being a break in the Macarté Levee, just above the then city limits, but at what is now known as Carrollton, or the seventh municipal district of New Orleans. But little injury was caused by these breaks, as the levees were soon repaired. The districts not protected by levees suffered severely.

The flood of 1782 was the greatest ever encountered during the century in which Louisiana had been settled, and the water from the Mississippi overflowed the entire Attakapas and Opelousas regions, including all the country west of the Mississippi to the central prairies, only a few high points escaping.

In 1785 some of the lower levees were slightly injured, but no great harm done.

This experience firmly convinced the inhabitants of the efficacy of levees, and the work of building them was energetically continued. In 1812 they extended, on the east bank of the river, from Pointe a la Hache to Bayou Manchac, the dividing line between Louisiana and West Florida, a distance of 155 miles; and on the west bank from the lower Plaquemines settlement to Pointe Coupée, a distance of 185 miles. There were also a few levees on the west bank of the river, between the mouths of the Red and Arkansas Rivers, to protect the settlements. The total length of levees in 1812, therefore, was 340 miles, which, at the then cost of labor, most of it being slave labor, must have cost some $6,500,000, a very heavy expense for so young a country.

But little had been done in the way of levee building in the neighboring Territory of Mississippi. In 1809, when the river rose, it swept over all the country around Natchez, which section then contained more than half the population of the Territory, and destroyed the crops. Governor Sargent, in his notes, declares that the inhabitants, who could not understand the flood, entertained the belief that the Great Lakes had forced an outlet into the Upper Mississippi and were pouring down on them. In 1813 came the first serious disaster to the Louisiana levees in the breaking of that at Pointe Coupée, since known as the Grand levee, and which protects seven parishes from overflow. This levee, which is the largest, the most important, and the most exposed in the State, has broken several times, each time causing great damage, as it overflows the basins of the Atchafalaya, Bayou Teche, and Grand Lake. In this year (1813) the water in Grand Lake rose from 4 to 5 feet higher than any previous year it had attained since 1780. There were a number of minor breaks in the river embankment from Concordia down, and even New Orleans suffered slightly from a cave in the Kenner levee, 12 miles above the city.

In 1816 followed a notable overflow, restricted, however, almost wholly to the city. The Macarté levee, which was undermined by the powerful current which there strikes the bank, again broke, and four days afterwards the rear portion of the suburbs or faubourgs, as they were called, of Montagu, La Course, Gravier, Trémé, Saint John, and Saint Mary were flooded to a depth of from 3 to 5 feet. Within twenty-five days, however, the water had run off, and all damages had been repaired.

In 1828 the line of levees along the Mississippi was continuous, except where they were not needed, from New Orleans to Red River Landing, just below the mouth of Red River, a distance of 195 miles, and for 65 miles below the city. Above Red River they were in an unfinished state to Napoleon. From 1828 to 1844 they were gradually extended on the west bank from Red River to the mouth of the Arkansas. There were also many levees along the Yazoo front, but they were not continuous. Above Napoleon little, if anything, had been done in the way of levee building.

THE SWAMP-LAND ACT.

The Memphis river convention of 1845 made an earnest demand on the Federal Government to grant the farmers some assistance in the matter of levee building, without which, it was declared, the settlement of the Lower Mississippi Valley could not go on successfully. The planters had already expended many millions in constructing miles of dikes; and it was pointed out that with more levees millions of acres of fertile lands, then useless and valueless, because subject to overflow, could be reclaimed. The proposition was made that these flooded lands should be given to the States to aid in levee building and in reclaiming them; and this was warmly approved by the convention and recommended to Congress.

The convention was not without its effect. The improvement of the Mississippi received the attention of Congress, and a resolution was adopted authorizing a survey of the Mississippi for the purpose of ascertaining the best method of reclaiming the alluvial lands. The same year Congress gave, for the first time, assistance in the construction of levees. An act was passed in 1849 donating to Louisiana to "aid in con-

structing the necessary levees and drains to reclaim the swamps and overflowed lands there, the whole of these swamps and overflowed lands which may be, or are, found unfit for cultivation."

The General Government, in the spirit of enlarged public policy, conceded this class of inundated lands to aid in the construction of permanent levees, with a view to secure private property, the theory being reclamation of the land through the State and also as a sanitary measure.

Then followed the law of September 28, 1850, extending grant so as to enable "the State of Arkansas to construct the necessary levees and drains to reclaim the swamps and overflowed lands thereon, the fourth and last section of which enlarged the grant so as to embrace in each of the other States in the Union on which such swamps and overflowed lands, known and designated as aforesaid, may be situated." The act provided that "the proceeds of said lands, whether from sale or direct appropriation in kind, shall be applied, exclusively, as far as necessary, to the reclaiming of said lands by means of levees and drains."

Among the largest recipients of this bounty were the three river States of Louisiana Arkansas, and Mississippi, which have received 18,545,270 acres of swamp and overflowed lands.

The funds from the sale of these lands have been generally turned over to boards of swamp commissioners, to be used by them on levee building. Of the States Louisiana has secured the best results from this donation. It is still possessed of considerable revenue from this source, and the Morganza levee in Pointe Coupée was constructed in 1883 out of the funds derived from the sale of swamp lands.

The assistance thus given by the Federal Government encouraged levee building, and the next ten years were the most active and successful in the Lower Mississippi Valley. At the outbreak of the war, Louisiana, Mississippi, and Arkansas had a perfect system of levees. In 1860 there were 2,184 miles of embankments on the Mississippi, with an average height of from 8 to 10 feet and a width, at the base, of from 50 to 75 feet, their width at the top being somewhat less than their height. Some of them were of much greater size. That at Yazoo Pass, cut by the Union forces during the siege of Vicksburg, was, for a distance of half a mile, 28 feet high and at some points 38 feet, and in places nearly if not quite 300 feet broad at its base. The levees at Bayou Manchac and the Grand Levee in Pointee Coupée were nearly as large.

HOW THE LEVEES WERE BUILT.

Under the French rule, and for a long period afterwards, the levees were built and kept in order by the front proprietors. At a later date the police juné, corresponding to the county commissioners in the other States, took charge of the levees in Louisiana; but in times of danger the riparian proprietors, occupying alluvial lands subject to overflow within 7 miles of the river, were compelled to lend a helping hand. When a crevasse was threatened the planters and farmers of the surrounding country met and decided on the line of action to be pursued. Each gave the labor of a number of his slaves. One would give ten slaves for twenty days or less, another thirty slaves for fifteen days, each in accordance with his means. Afterwards districts were formed and taxes levied for levee purposes.

In Mississippi the levees were placed in charge of the board of swamp commissioners, who expended the money derived from the sale of the lands granted by Congress. Here also, however, the bulk of the work was done by the owners of the plantations fronting on the river.

In Arkansas, immediately after the grant of the swamp and overflowed lands by the General Government, a board of commissioners was created to determine the necessary drains and the levees to be erected. This board was abolished in 1856, and in 1857 an act was passed allowing the letting out of contracts for building levees when there was sufficient money in the treasury to pay for it. The funds becoming exhausted, the counties made their own laws respecting these dikes.

THE COST OF THE LEVEES.

In view of the manner in which the work on the levees was done—mainly by slave labor—it is somewhat difficult to arrive at a calculation of the cost of these dikes previous to the war. Various estimates have been made of the number of cubic yards of earth in the levees then constructed, and the cost is calculated on this basis. The State engineer estimated that the levees standing in Louisiana in 1860 cost $12,500,000. This represented their actual value, the number of cubic yards of earth in them, at the

price then ruling. Another report places the total cost of levees in all the river States, from the beginning of levee building to 1862, as follows:

Louisiana	$25,600,000
Mississippi	14,750,000
Arkansas	1,200,000
Missouri	1,640,000
Other States	560,000
Total	43,750,000

Work was begun anew. In Arkansas and Mississippi large amounts of bonds were voted for levee purposes. In Louisiana a levee company was formed, to which was confided the absolute control of the construction of all levees in the State until 1892, a tax of 2 mills on the dollar being voted for the purpose of raising the necessary funds. The tax was subsequently increased to 4 mills, and then dropped again to 3. The company was to build at least 3,000,000 cubic yards a year, at 50 and 60 cents per cubic yard, which would have made the annual expense for levees $1,650,000. In 1876 the chief engineer of the State reported that the work done by the company for the previous three years had not been sufficient to replace the wear and tear of the levees, and that they were losing ground every year.

CONDITION OF THE LEVEES.

The condition of the levees on the Mississippi was tabulated as follows by the Mississippi River Commission just before the beginning of the great flood of 1882:

Location.	Miles built.		
	Distance.	Right bank.	Left bank.
Forts to New Orleans	70	70	70
New Orleans to Baton Rouge	132	132	132
Baton Rouge to Red River*	73	73	0
Red River to Glasscock's†	45	0	0
Glasscock's to Sargent's Point*	113	113	0
Sargent's Point to Delta‡	18	0	0
Delta to lower end of Mississippi levees§	33	33	0
To Arkansas line	51	48	51
Arkansas line to head of Lower Mississippi district‖	175	.....	175
Between Mississippi districts‖	10	.....	0
Upper Mississippi district‖	94	.....	94
Norfolk to Cairo¶	271	.....	0
Cairo to Cape Girardeau¶	50	.....	0
Total	1135	469	522

* Hills on left bank.
† Hills on left bank. Overflow on right bank redischarged by Red River.
‡ Hills on left bank. Overflow on right bank checked by Walnut Bayou.
§ Drain of Yazoo bottom.
‖ Breaks unknown on right bank.
¶ Breaks unknown on right bank. Hills on left bank.

Right bank:

Miles of levee built	469
Miles of levee unbuilt	66
Miles of levee unknown condition	600
	1,135

Left bank:

Miles of levee built	522
Miles of levee unbuilt	10
Hills and openings for draining Yazoo bottom	603
	1,135

WHAT LOUISIANA HAS SPENT ON LEVEES.

Accurate statistics have been preserved of the amount of work done on the Louisiana levees since 1866. The following shows the work done and cost to date, including some few levees which are not yet fully completed, but will be in a few weeks:

Statement of expenditures upon the public levees of the State of Louisiana, from State and district taxes, from 1886 *to June* 29, 1887, *including work under contract.*

Periods.	Cubic yards of earthwork.	Average price per cubic yard.	Cost of earthwork.	Expenditures during high water on crevasses, etc.	Total amount of expenditures.
		Cents.			
1866 and 1867	5,121,681	43	$2,201,662.09	.....	$2,201,662.09
1867 and 1868	1,292,793	$73\frac{2}{5}$	949,239.81	.....	949,239.81
1868 to 1871	6,012,902	$56\frac{9}{10}$	3,424,973.92	.....	3,424,973.92
1871	578,908	$56\frac{9}{10}$	329,456.10	$80,269.05	409,725.15
1871 to October 1, 1872	3,586,060	60	2,151,636.00	.....	2,151,636.00
October 1, 1872, to May 11, 1877	3,670,409	50	1,835,204.50	.....	1,835,204.50
May 11, 1877, to January 14, 1880	2,496,060	$20\frac{2}{5}$	508,711.99	27,413.07	536,125.06
January 14, 1880, to October 16, 1881.	1,559,325	$20\frac{1}{5}$	315,018.89	54,113.94	369,132.83
October 16, 1881, to May 10, 1884	3,277,728	$23\frac{7}{10}$	776,688.15	76,743.59	853,431.74
May 10, 1884, to June 29, 1887	5,063,499	$19\frac{1}{5}$	972,111.96	41,905.51	1,014,017.47
Total from 1866 to June 29, 1887.	32,659,365	$41\frac{23}{100}$	13,464,703.41	280,445.16	13,745,148.57

The period from 1871 to May 11, 1877, was that covered by the Levee Company. Since then the work has been done by the State board of engineers, under the direction of the governor, and the boards of levee commissioners of the several districts.

With the improved methods now used in levee building the expense has steadily decreased from $73\frac{2}{5}$ cents per cubic yard in 1867 to $19\frac{1}{5}$ cents during the past year.

These statistics represent the amount expended by the State and the levee districts, of which there are six principal ones, besides several subdistricts. The amount in the fifth column represents the money expended under extraordinary circumstances to stop breaks that have occurred or to work on crevasses.

The levee fund of Louisiana is provided by a 1-mill State tax and by the sale of the swamp lands voted to the State by the Federal Government. The districts are also allowed to tax themselves 5 mills for levee purposes, and have availed themselves of the full extent of their powers for several years. The Tensas levee district, created by an act of the last legislature, is allowed to issue bonds for the purpose of levee building and to lay a tax on lands and on crops—so much for each bale of cotton and bushel of corn raised in the region subject to overflow and protected by the levees.

In addition to the money provided by the State and the levee districts, some of the parishes have taxed themselves for levee purposes. Those railroads, moreover, subject to inundation have contributed toward the levees, notably the Louisville, New Orleans and Texas Pacific, which gave a large sum for the construction of the great Bonnet Carré dike.

The statistics of the amount thus expended by the railroads, parishes, and planters are not complete. The State board of engineers attempted to collect such information in 1882 and 1886, and secured the following from ten of the twenty river parishes:

Given for levee building in 1882, 1883, and 1884:

By railroads	$99,430.00
By parishes	141,751.27
By planters and others	69,414.88

For the years 1885 and 1886 the amounts thus raised were:

By railroads	$463,080.54
By parishes	212,692.85
By individuals	10,410.53

This was for eleven parishes.

Total expended from January, 1882, to April 20, 1886, was:

By railroads	$162,510.54
By parishes	354,444.12
By individuals	79,825.41
Total	596,780.17

Estimated for other parishes, $203,500.

Total amount, partly estimated, given for levees other than by State and districts, $800,280.17.

Amount expended on levees in Louisiana since 1866:

By State and levee districts	$13,745,148.57
By Federal Government	1,342,807.00
By parishes, railroads, and planters	800,280.17
Total	15,888,235.74
Amount estimated as spent previously	25,600,000.00
Total cost of levees in Louisiana	41,488,235.74

The activity in levee building in Louisiana and Mississippi since the great flood of 1882, when the necessity of levees was made so conspicuous, has given these States nearly complete systems and their levees are in decidedly better condition than they have been since 1861.

CONDITION OF LOUISIANA LEVEES TO-DAY.

In their report of April 21, 1886, the board of State engineers of Louisiana gave the amount expended on levees during the two previous years as follows:

The construction of about 47 miles of new embankment, besides the enlargement and raising of about 16 miles of old levee. The total amount of earthwork executed under these contracts is estimated at 2,555,818 cubic yards, and the cost at $405,405.59.

Other expenditures incurred under special acts of the legislature, $60,089.21.

The completion of works under contract previously made but not finished at the date of last report, 647,811 cubic yards of earthwork, at a cost of $152,998.84.

Entire amount expended by State for the construction of 3,203,629 cubic yards of earthwork, $717,493.74.

Expended by the Federal Government for levees in Louisiana, $210,000 and $25,000 on the Opossum Fork levee, in Arkansas,

The principal lines of continuous levees in the State to-day are as follows:

(1) On the right bank of the Mississippi, from the Arkansas line to Diamond Island Bend, about 93 miles.

(2) Right bank of the Mississippi, from a point on Bayou Vidal, in Tensas Parish, about 3 miles back of New Carthage, to Bourgere's Landing, in Concordia Parish, about 120 miles.

(3) Left bank of the Atchafalaya and right bank of the Mississippi, from a point about 10 miles below the head of the Atchafalaya to a point on the La Fourche, 80 miles below Donaldsonville, 215 miles.

(4) Left bank of Bayou La Fourche and right bank of the Mississippi, from a point on the La Fourche, say 80 miles below Donaldsonville, to Fort Jackson, about 233 miles.

(5) Left bank of the Mississippi, from Baton Rouge to Fort Saint Philip, about 205 miles.

(6) On the left Bank of Red River, from a point near Benton, in Bossier Parish, extending down the river a distance of about 29 miles.

(7) Right bank of Red River, from Bayou Rapides, at Alexandria, to a point near Bayou Choctaw, in Avoyelles Parish, about 32 miles.

On both banks of the Atchafalaya and the right bank of Bayou des Glaizes, in Pointe Coupée, Saint Landry, and Avoyelles Parishes; on the right bank of Red River, in Caddo Parish; on the left bank of the Ouachita, in Caldwell and Ouachita Parishes; on the left banks of Black and Tensas River, in Concordia Parish; and on the right bank of Roundaway Bayou, in Madison Parish, there are also considerable stretches of continuous levees; but in these localities not much has been done of late years and their levees have never had such unbroken lengths of line as those on the Mississippi and La Fourche.

The only breaks in the Louisiana line of the Mississippi River levees are, therefore, those at Diamond Island and Bourgere's, just above the mouth of Red River, both old openings.

The contract for closing Diamond Island Bend was granted by the State of Louisiana and the fifth levee district in September, 1887, and work was begun on it. By high water next year every break in the Louisiana levees along the Mississippi will be closed except that at Bougères, which break is of little importance. The water at this point rushes from the Mississippi into Red River, and is carried by the latter stream back into the Mississippi again only a few miles lower down.

The Board of State Engineers of Louisiana, in their latest report to the governor of the condition of the State levees, says:

"Considered as a whole, our levees are undoubtedly higher, stronger, and better than they have ever been at any time within the past twenty-five years, and the present sit-

uation and prospect, as compared with that of two years ago, affords good reason for satisfaction and encouragement."

The great difficulty encountered is the constant changing of the river-bed and the frequent caving in of the levees. Chief Engineer Richardson estimates that 75 per cent. of the cost of levee work in Louisiana is on account of the changes of the river and the caving of the banks.

LEVEES IN MISSISSIPPI.

The levee system of Mississippi dates from 1840. There were levees previously in that State, especially in the Natchez district; but the Yazoo delta, the most important region to be leveed, had received no attention. The flood of 1842 showed the necessity of concert of action on the part of the planters scattered along the Mississippi, the Yazoo or its tributaries to strengthen and join their fragments of levees to keep out the spring floods. There was then no continuous line of embankment anywhere. Each plantation had its front levee, which protected it in case of an average flood; but in very high water it was of no benefit, the places flooding from the rear water. The effort made by the planters was supplemented later by the board of supervisors of the different counties, levying a tax and taking charge of these levees as public works. The flood of 1858 made it necessary to enlarge and consolidate the levees, and a district was accordingly established, comprising the whole Yazoo delta, and taxes provided for it, Prentiss, in Bolivar County, being the meeting place of the board. Under this board was built the system of levees which, when the war began, presented a connected and unyielding front to the great flood of that year—1861—and the still greater flood of 1862. Breaches by caving and by abrasion, the absence of repairs during the war, and the cutting of the levees by the Federal troops, gradually destroyed this levee, and in 1865 the work had to be done over again.

At the first legislative session after peace in 1865, the Board of Levee Commissioners of the Yazoo-Mississippi Delta district was incorporated with the counties of Bolivar, Issaquena, and Washington, and the task of reconstructing the 200 miles of levee along their front was begun. Under this act, levee-building in Mississippi has been since and is today conducted.

Ample provisions were made for taxation upon lands and cotton, and arbitrary powers were conferred upon the board of commissioners. The greatest difficulty encountered was the want of credit. The $1,000,000 of bonds authorized to be issued by the board were negotiated at a great sacrifice and the levee work undertaken at war prices.

Levees, however, were built and strengthened, and the bonded debt greatly reduced. Prior to 1874 this reduction and levee-building was effected under a most extravagant administration and at a ruinous rate of taxation—$4 per bale on cotton, 10 cents an acre on land, and 15 mills ad valorem on all property, real and personal. And while this as a levee-construction tax was being paid, the old ante-bellum levee indebtedness, of over $1,000,000, had to be met by an additional tax, upon the front counties of 5, and the back counties of 3 cents per acre, on all lands. This debt has been liquidated in full, principal and interest. In 1875 the indebtedness of the district was $450,000. In 1882 this had been entirely paid off, the cotton tax reduced to $1 per bale, the acreage tax abolished, and the ad valorem tax reduced from 15 to 5 mills. The levees in the mean time had been greatly enlarged and strengthened.

In 1882 came the greatest overflow known in the Mississippi Valley since it was first visited by the white man. Great destruction befell the levees which had been constructed at so much cost, and for a brief time there was much despondency. But this flood passed away, the General Government granted liberal aid, and the levees were rebuilt larger and stronger than ever. And the floods of 1883 and 1884, which have wrecked the levees of other sections of the great valley, have left those of the "Mississippi Levee District" comparatively unscathed. This rebuilding and strengthening of the levees placed upon the district an indebtedness of $300,000.

Certain sections of the line of levees fronting and protecting this district are of immense proportions. That at Lake Bolivar, which protects especially the far-famed cotton garden, the Deer Creek country, has been one of the most costly, as well as the most difficult of construction, not only in this district, but in the Mississippi Valley. In a length of 1,600 feet is contained about 200,000 cubic yards of earth, chiefly upon a willow mattress. The maximum height is 25 feet, with slopes of 6 to 1; base, 300 feet. This massive work was completed in 1882 at a cost, including subsequent repairs and additions, of $100,000, and has successfully stood the high waters of the two succeeding years.

Hushpuckana, at the head of the Hushpuckana Bayou, or the west fork of the Sunflower River, is also an unusually large work. It was completed in 1870, and for a portion of its line is over 40 feet high, with a base of 280 feet. The main portion of this levee has not been broken since it was built in 1870.

Several attempts made to get the other counties of the Yazoo Delta into a levee district failed. This was finally done in 1871, after which these counties relapsed into absolute inaction for thirteen years. There remained, as a consequence, large gaps in the river fronts of De Soto, Tunica, and Coahoma Counties, which increased from year to year; this necessitated the levee district extending its levees into Coahoma County, including Hushpuckana, for the protection of the northern portion of Bolivar. Notwithstanding the work thus done, the water pouring into the counties north of Bolivar annually overflowed large sections of the lower country, and prevented clearing and permanent improvement.

The cost of levee building in Mississippi has been increased by the fact that the district secured the money by the issuing of bonds, on which it had to pay a large amount of interest. Between 1865 and 1884 the Mississippi levee district No. 1 had issued $2,075,823 of bonds.

The following statement of its expenditures from its organization, in 1865, to April 1, 1884, shows how large a proportion of the levee revenue went, not in the actual construction of dikes, but in interest, commissions, etc.:

How expended—	Amount.	How expended—	Amount.
Coahoma County graduation	$283,094.81	Convict labor	$12,120.00
Bolivar County graduation	954,838.24	Rights of way	64,619.73
Washington County graduation	518,836.57	High-water accounts	108,566.11
Issaquena County graduation	435,289.77	Repairing forces	154,179.56
Levee repairs, Coahoma County	36,222.09	Guarding levees	8,600.75
Bolivar	156,204.65	Officers salaries	79,990.12
Washington	12,205.52	Mileage and per diem	10,738.23
Issaquena	6,735.54	Engineers' salaries	53,007.81
Breakwaters in Bolivar County	8,602.99	Contingent engineering	16,801.74
Issaquena	513.00	Commissions	155,650.09
Maintenance of levees in 1872	63,960.00	Cotton registrars, salaries	7,770.00
1874	178,000.00	Interest	568,102.76
1875	41,000.00	General expense	74,077.22
since 1875	57,957.07		
		Total expenditures	4,067,684.37

The total yield of taxes (cotton, acreage, and ad valorem) for the years 1875 to 1883 was:

LAND TAX.

Year.	Rate per acre.	Amount.
1875	5 cents an acre	$119,244.46
1876	do	20,180.54
1877	2½ cents an acre	11,095.04
1878	do	14,509.09
1879*	do	15,536.89

AD VALOREM TAX.

Year.	Rate on real and personal property.	Amount.
1875	15 mills on real and personal property	$49,620.64
1876	do	50,187.01
1878	5 mills on personal property	33,932.39
1879	do	30,192.29
1880	do	30,438.51
1881	do	31,282.94
1882	do	32,526.64
1883†	do	32,740.87

COTTON TAX.

Year.	Rate per bale.	Amount.
1875	$2 per bale	$175,678.24
1876	do	128,559.25
1877	$3 per bale	271,067.92
1878	$2 per bale	142,628.32
1879	$1.50 per bale	157,875.75
1880	$1 per bale	87,723.02
1881	do	84,027.00
1882	$1.50 per bale	110,764.50
1883‡	do	167,207.99

*The tax ceased this year. †To June 30, 1884. ‡To May 15, 1884.

Land sales and redemption, 1876 to 1884, $74,718.12.

The amount collected each year by the cotton tax and the production of cotton per acre was:

Year.	Tax.	Bolivar.	Washington.	Issaquena.	Sharkey.	Total bales.	Tax collected.
1871	1 cent per pound or $4 per bale	14,704	20,307	9,505	.....	44,516	$174,598.04
1872	do	17,015	29,447	13,248	.....	59,710	230,604.95
1873	do	16,773	28,718	13,941	.....	59,432	232,606.27
1874	1 cent per pound to November 20, 1874, balance $2 per bale.	11,817	26,732	11,659	.....	50,208	161,066.03
1875	½ cent per pound or $2 per bale	24,049	44,155	19,728	.....	87,932	175,678.24
1876	do	13,639	32,918	14,749	3,053	64,359	128,559.25
1877	¾ cent per pound or $3 per bale	20,412	37,812	20,890	10,681	89,795	271,067.92
1878	½ cent per pound or $2 per bale	22,372	28,519	15,464	4,870	71,225	142,628.32
1879	3/8 cent per pound or $1.50 per bale.	30,473	44,398	24,199	6,457	105,537	157,875.75
1880	¼ cent per pound or $1 per bale	27,627	30,613	18,800	10,682	87,723	87,723.02
1881	do	22,981	31,467	19,505	10,074	84,027	84,026.00
1882	3/8 cent per pound or $1.50 per bale.	15,981	34,966	16,994	5,974	73,838	110,764.50
1883	3/8 cent per pound or $1.50 per bale (to July 1, 1884).	26,137	46,995	21,703	11,261	106,098	159,145.99
	Totals	263,930	437,050	220,396	63,035	984,399	2,116,405.28

With the funds thus derived the following work was done by the Mississippi Levee Board from January 14, 1876, to January 10, 1884, and by the United States Government, through the Mississippi River Commission, from October, 1882, to January, 1884, in the Mississippi levee district:

	Excavation.	Embankment.	Muck ditch.	Surface clearing.	Light clearing.	Heavy clearing.	Bermuda sodding.	Cost.
	Cu. yds	*Cu. yds.*	*Cu. yds*	*Acres*	*Acres*	*Acres*	*Sq. yds.*	
From January, 1876, to January, 1878	38,603	957,535	64,097	153.11	62.87	87.34	371,952	$170,678.31
From January, 1878, to January, 1880	24,381	830,109	25,902	108.04	9.25	27.66	769,908	143,060.03
From January, 1880, to October, 1881	16,532	609,176	26,210	79.70	5.50	75.38	403,346	120,472.39
From October, 1876, to October, 1881	.....	492,039	153,406	20.30	135.45	.....	682,751	109,479.00
From January, 1882, to January, 1884	51,421	1,035,400	35,364	189.20	49.45	78.92	660,556	331,556.43
From October, 1881, to January, 1882	5,063	58,536	5,429	12,00	1.50	9.75	.....	17,628.59
By the United States Government	.....	1,213,399	.....	.....	.....	.....	.....	347,294.41
Totals	136,000	5,196,194	310,408	562.35	264.02	279.05	2.888,513	1,240,170.16

Cash receipts from January 14, 1876, to April 1, 1884 ..... $2,287,681.55
Disbursements for same time 2,261,113.21

The success of the Yazoo Delta district induced the people of the counties above it to apply to the legislature for incorporation into a similar district with the power to issue bonds and raise money by taxation. The board organized April 16, 1884. It issued

$900,000 in bonds, which were negotiated at an excellent figure. The total amount expended for levee construction between April 16, 1884, and June 1, 1887, was $876,811.77; for engineering expenses, $50,772.31; for high-water expenses, $31,127.12, making, with other sums, the total disbursements for the care and maintenance of the levees, $1,199,146.59.

The counties included in the district are Coahoma, De Soto, Le Flore, Quitman, Sunflower, Tallahatchie, Tunica, and Yazoo.

The revenues from June 1, 1886, to May 31, 1887 (one year), were:

Levee taxes	$108,870.75
Privilege taxes	6,744.36
Tax sales and redemptions	935.01
Total	116,550.12

When the board of commissioners was organized, there were 93 miles of actual gaps in the line, and the remainder was generally very deficient in elevation. It was estimated that to complete a line 93 miles long and the proper standard in height 4,200,000 cubic yards would be required. Of this 3,900,000 cubic yards have been constructed. The district, however, has an additional levee of 16 miles on its hands which formerly belonged to the lower district, and which will require about 550,000 cubic yards. It has constructed 3,900,000 cubic yards out of 4,750,000 required to be done—more than four-fifths of the total work.

The Mississippi system of levees may therefore be said to be nearly complete, the total breaks in the system being only a few miles. The Mississippi River Commission in June, 1887, voted $60,000 towards the Yazoo-Mississippi district, which will go largely towards reducing the breaks in its line of levees.

Amount expended on levees in Mississippi.

Mississippi levee district No. 1 and Yazoo-Mississippi Delta levee district No. 2	$5,847,004.70
By counties, planters, railroads, and others (estimated)	800,000.00
By Federal Government	624,678.00
Total expended since the war	7,271,682.70
Amount estimated as spent previous to the war	14,750,000.00
Grand total	22,021,682.70

ARKANSAS LEVEES.

Of the lower river States Arkansas has done least as yet for its levees. Before the war its dikes were constructed under the auspices and supervison of the swamp-land commissioners and afterwards by the counties. During the period immediately following, a considerable amount of levee bonds was issued, but very little work was done. Since then, the few levees constructed were built by private enterprise. Planters in Chicot and Desha Counties, in the southeastern portion of the State, in co-operation with the State of Louisiana, erected the Possum Fork Levee, which protected a large area of both Arkansas and Louisiana from overflow.

At the last session of the legislature the cotton belt levee district was created, including the country around Helena; to this district $75,000 has been voted by the river commission for levees, on the understanding that $50,000 is to be raised by the people of the district, which amount has been guarantied.

Expenditures for levees since 1866.

Louisiana:	
State and levee districts	$13,745,148.57
Parishes, municipalities, railroads, planters, and others	800,280.17
Mississippi:	
State and levee districts	5,847,004.70
Counties, municipalities, railroads, planters, and others	800,000.00
Arkansas:	
State, districts, counties, municipalities, etc	1,575,000.00
Planters, railroads, and others	375,000.00
Total by States	23,142,433.44

Of which there was given, by—	
Louisiana	$14,545,428.74
Mississippi	6,647,004.70
Arkansas	1,950,000.00
And by the Federal Government	2,562,049.00
Making a total spent on levees from 1866 to 1887, twenty-one years and a half	25,704,482.44
Estimated amount expended on levees previously	43,750,000.00
Total cost of levees from Memphis down, from the earliest times to April, 1887	69,454,482.44

The Mississippi River Commission, after the flood of 1882, made the following estimate of the cost of putting the levees in complete order:

No.	Location.	Length.	Grade.	Contents.
		Miles.		*Cubic yards.*
1	Commerce, Mo., to Cairo	35	2 feet above high water, 1882	1,908,000
	Cairo to Island No. 40	220	do	11,989,000
3	Island No. 40 to mouth of Saint Francis River.	75	do	2,098,000
4	Helena to mouth of White River	80	do	1,000,000
5	Arkansas City to Louisiana line	90	3 feet above high water, 1882	2,903,000
6	Louisiana line to opposite Warrenton	100		3,426,080
7	Opposite Warrenton to Red River	150		5,140,000
8	Red River to forts below New Orleans.	279	2 feet above high water, 1882	6,652,000
9	Horn Lake to Friar's Point	70	do	1,276,000
10	Friar's Point to Sunflower	34	do	620,000
11	Sunflower to mouth of Yazoo River	220	3 feet above high water, 1882	3,925,000
12	Baton Rouge to forts below New Orleans.	200	2 feet above high water, 1882	4,838,000
				45,775,080
	Cost at 25 cents per cubic yard			$11,443,770

Much work has been done on the Louisiana and Mississippi levees since then, and the amount estimated as then necessary to put the levees in good condition is more than is required to-day

CREVASSES.

Despite all this work, however, the Lower Mississippi Valley has suffered severely from floods and crevasses due to defective levees, to crawfish or rat holes, to rotten or defective rice flumes, to caving banks, storms, or other causes. Besides these crevasses already noted in the early history of levees, the following are the more important and destructive of the past half century:

Flood of 1828.—This flood occurred before the country above Red River Landing was much settled, and it is probable that its marks have been confounded with those of 1815 in many localities. The Saint Francis and Yazoo bottoms were deeply inundated, being entirely unprotected by levees.

Relative to this flood in the Tensas bottom, it was the highest of which we have even traditions. The whole region was under water. In the western part of the Atchafalaya basin the flood was the greatest of which we have record, there being no levees for several miles below the mouth of Red River. The overflow extended to the extreme western limit of the alluvial formation, instead of only 6 to 8 miles from Bayou Atchafalaya, as in ordinary floods. The plantations along the upper part of the Teche were not flooded, but the crops were lost on those within the influence of the backwater from the Atchafalaya overflow.

The eastern part of the Atchafalaya basin, indeed, the whole region bordering upon the Mississippi below the head of this basin, seems to have nearly escaped damage, the only exception being the Grosse Tête region, which was deeply flooded by backwater from the Atchafalaya overflow and by a break in the Grand Levee of the parish of Pointe Coupée, near Morganza.

Flood of 1844.—A considerable rise occurred in April from a freshet in Arkansas River. In May, however, before the lower river had subsided, another and much greater flood in the Arkansas occurred. Above the mouth of the Red River the country was more or less flooded, but Red River, being fortunately low, the Atchafalaya carried off enough water to protect the plantations below the mouth of that stream from serious damage.

This was the condition of the river in June when the great combined flood of the Upper Mississippi and the Missouri, which has rendered this year memorable in river annals, occurred.

The country above the mouth of the Red River was generally flooded. The St. Francis and Yazoo bottoms were nearly unprotected by levees and the water had free entrance. The Tensas bottom was badly inundated through breaks in the levees. Below the Red River Landing the country escaped with but little injury, owing to the very low stage of the Red River, which allowed the Atchafalaya to carry off the greater part of the surplus discharge of the Mississippi.

Flood of 1849.—The gauge at Carrollton indicates that the river rose nearly to high-water mark in the latter part of January, and remained there with occasional oscillations until the middle of May.

Above Red River Landing the ravages occasioned by this flood were comparatively slight.

The St. Francis and Yazoo bottoms were inundated, but to an extent not unusual for great flood years. Below Red River Landing the injury done was so immense that the flood is justly classed among the most destructive ever known. On April 7 a crevasse broke on the west bank, about 15 miles above New Orleans, at Fortier's plantation. This flooded the country between the Mississippi and the Bayou La Fourche to a depth of about 4 feet, and this submerged the rear of many rich sugar plantations. The effect of this crevasse upon the bed of the river has been much discussed. On the left bank a crevasse occurred on May 3, at Sauve's plantation, 17 miles above New Orleans, by which the city was inundated. The break remained open forty-eight days, and did an immense amount of damage.

Flood of 1850.—It appears that there were four principal rises this year, of which the first and second produced very little, if any, damage. The third was the highest, in the latter part of March, and the fourth, in the middle of May. The damage occasioned by this flood was immense. The Saint Francis and Yazoo bottoms were not protected by levees, and both were deeply flooded. The Tensas bottom was submerged more effectually than in any year subsequent to 1828. The principal breaks were above the Louisiana line, which flooded Bayou Macon.

The water rose steadily until March 15, then declined slowly until early in April, then rose again until the middle of May, when it attained its highest point, and then rapidly subsided. At the mouth of Black River, the flood was 3 feet above that of 1814 and 5 feet below that of 1828. It is needless to add that nearly the whole region was submerged and the crops destroyed. Below Red River Landing the country fared but little better.

The water pouring from Red River exceeded the discharging capacity of Bayou Atchafalaya, and the surplus forced its way into the Mississippi by both of the mouths of Old River. The flood from above, augmented by this new supply, maintained an elevation sufficient to keep the numerous crevasses below Red River Landing actively discharging for more than four months. The basin between Bayou La Fourche and the Mississippi escaped nearly uninjured.

The crops upon the left bank above New Orleans were much injured by the celebrated Bonnet Carré crevasse, which attained width of nearly 7,000 feet, and continued flowing for more than six months.

Flood of 1858.—In the flood of 1858 there were four great rises. The first, caused mainly by a flood in the Ohio, occurred in December, 1857. The second rise occurred in the latter part of March and the first part of April, 1858, and was caused by a general swelling of the lower tributaries of the Missouri, Upper Mississippi, and Ohio. The third great rise occurred in the latter part of April. The Tennessee was unusually high.

The last and greatest rise in the flood of 1858 occurred at the head of the alluvial regions in June. It inundated the city of Cairo. It washed away miles of levees along the Saint Francis front, and poured rapidly into the bottom lands of that river. In the White River swamps the same condition existed. The Yazoo and Tensas bottoms, on the contrary, were comparatively empty. The June rise terminated the flood.

Flood of 1862.—Beyond doubt this was one of the greatest floods which ever occurred on the Mississippi, but the war raging at the time has so obliterated all records that it must always remain classed with the traditional overflows of 1815 and 1825.

We know that there was a great flood in the Ohio River at Cincinnati, and also in the Cumberland some time in the spring of 1862, and a destructive overflow in the Wabash in February. At Cairo the highest water occurred May 2, and was 1.2 feet above the high water of 1858. It is believed that there was no flood in the Yazoo or Red Rivers at the date of the high water in 1862 (except water returning from the swamps), but the records are too defective to render this certain.

Flood of 1867.—In some respects its origin was peculiar. The heavy downfall of snow and rain in the Ohio Valley, a sudden thaw caused moderate floods in the Allegheny

and Monongahela Rivers and a great flood in the Wabash, the combined effects of which caused a sand rise in the Ohio.

At Helena the first rise culminated March 14, standing 1 foot above high water of 1858, and eighth-tenths of a foot below that of 1862.

The river then subsided about three-tenths of a foot, but again swelled to the highest point on April 1, being two-tenths of a foot above first rise. There was a moderate freshet in both the Arkansas and White Rivers; the Yazoo discharged a considerable volume; in the Red River there was a considerable flood in June, due chiefly from the Ouachita.

The Atchafalaya basin was deeply flooded through a break in the Grand levee near Morganza. The Teche country was under water. The actual water-mark of 1867 was, in general, a little higher than that of 1858.

Flood of 1874.—In February the rain-fall throughout the alluvial regions was not unusual, and the river was generally about at mid-stage.

In March heavy rains prevailed throughout the lowland below Cairo, thus filling the swamps and swamp-rivers, and rapidly raising the Mississippi. In April these rains became excessive, and extended eastward over the valley of the Tennessee and Cumberland Rivers. In Missouri the breaks were very numerous. Between Commerce, Mo. and the Louisiana line there were 136.5 miles of crevasses and breaks.

The flood of 1874 rose 1.2 feet higher at Helena than in 1858. There was no great flood, properly speaking, in the Arkansas River in 1874. In the White River, there was a destructive overflow. In the Yazoo, there was the largest freshet on record, due to rain-water alone. The combined rain and crevasse water in the Yazoo raised the Mississippi at Vicksburg 3 feet during the last three weeks of April. At Alexandria, the Red River rose 23 feet between February 1 and April 4.

In the Ouachita the greatest flood on record occurred. Bolivar County, Mississippi, suffered severely from a rise in the Arkansas and White Rivers in March. The bottom lands of the Tensas were flooded through the crevasses in Carroll Parish. The overflow of the Atchafalaya basin was extreme in this flood. Bayou Teche was deeply inundated from Saint Martinsville down. The Bonnet Carré crevasse raised Lake Pontchartrain suddenly about 2 feet.

The suffering in lower Louisiana this year was great. Hundreds of persons were actually in danger of starvation. Aid was asked for, and large sums of money were raised in New York, Boston, and other Northern cities and States for the benefit of those residing in the overflowed region in Louisiana. Boston alone contributed $230,000 to this fund.

Flood of 1882.—In the early part of the winter of 1881–'82, the river was unusually high, due to frequent rains that had fallen throughout the valley, but no grave apprehensions then existed of an overflow. At the beginning of the year, however, a series of rains commenced falling, which continued, without cessation, throughout the month, particularly in the valleys of the Ohio, Tennessee, and around Vicksburg. The smaller tributaries, the Clinch and others, in East Tennessee, overflowed their banks about the middle of January, and caused heavy damages to the farmers; the Cumberland rose rapidly at Nashville, flooding a large portion of the town on January 14, and causing much loss, particularly to the lumber interests, and much suffering among the poorer people of the city, 1,000 of whom living near the river were driven from their homes. Floods occurred also at Kosciusko, Miss., overflowing the Chicago, Saint Louis, and New Orleans Railroad at Aberdeen, and at various other points. The Ohio also began to boom about this time, flooding the lowlands between Cairo and Evansville, and drowning considerable quantities of stock. The rains continued to fall and the rivers to rise. On the 18th the Big Black was out of its banks, and communication between Memphis and the outside world was nearly severed by the freshets occurring in all the neighboring streams. The Atchafalaya overflowed its banks, causing a suspension of work on the New Orleans Pacific, and at Grenada and Durant, Miss., and on the Tombigbee and Warrior Rivers, in Alabama, serious floods were reported.

The situation now began to look threatening. Heavy rains were falling every day, and the river rising. A thorough inspection was made of the levees, and much work done on them. But the rain softened and washed away the dirt. On January 28, a break occurred in the levee at Delta, Madison Parish, and another at Tropical Bend, in Plaquemines Parish, below the city; on the 30th another break occurred at Lockport, on Bayou La Fourche. On February 2 Red River rose, flooding the bottom lands below Shreveport. On February 9 the levees in the Yazoo valley broke. From that time forward crevasses occurred daily.

On February 13, the Kempe levee, in Tensas Parish, broke. By the middle of February all the bottom lands in Mississippi, Arkansas, and much of northern Louisiana were under water.

On the 20th all the upper rivers, the Ohio, Missouri, and Mississippi suddenly rose, with a "boom" beyond all precedent. The lower portions of Cincinnati and Louis-

ville were flooded; Saint Louis was cut off from railroad communication with the rest of the world, and hardly a town on the Mississippi or Ohio escaped without some damage from the flood. The situation grew worse every day, and only a few points on the river between Vicksburg and Cairo were left above water. On March 1 occurred a violent storm, which caused a number of breaks in the Mississippi levees, inundating Bolivar, Issaquena, Sharkey, Leflore, and Washington Counties. At that date there were fifteen crevasses in Louisiana on the Mississippi, Atchafalaya, and La Fourche. Great destitution existed throughout the overflowed region, and appeals were made to the Government for aid from Illinois, Missouri, Tennessee, Arkansas, Louisiana, and Mississippi. The number of sufferers by the flood was then estimated at 43,000. On March 8, the Pointe Coupée levee was broken, and the scene of destruction was changed to Central Louisiana. Through these new breaks the water poured down the Atchafalaya and began overflowing the Attakapas district of Louisiana, and ruining the finest sugar plantations of the State.

The water on the land overflowed by the Mississippi began to run off during the last two weeks of March, but in lower Louisiana the flood rose and continued through the greater portion of April. Even when this rise stopped, the flood did not entirely subside. It was not until late in June that some of the plantations were free from overflow. The flood may, therefore, be considered to have lasted fully five months. Over a hundred breaks or crevasses were caused by it, and 22,000 square miles, with a population of over 400,000, were overflowed.

Early during the overflow the Government had established relief bureaus in the various inundated States, and several hundred thousand dollars were distributed in rations. This was supplemented by the State of Louisiana, which organized a relief commission and sent a fleet to upper Louisiana to remove the people in danger of overflow to safe land, and to furnish forage to the stock, which was being destroyed in thousands. This fleet rescued many people from starvation and drowning.

LOSSES FROM OVERFLOW.

An attempt was made to find accurately the losses from the flood in 1882. The police juries of Louisiana were requested by the governor to prepare reports on this subject, showing the land overflowed and the amount of damage done. For Mississippi and Arkansas estimates were made.

In Louisiana, 26 out of 58 parishes were overflowed either wholly or in part. The parishes suffering most were Morehouse, Ouachita, Caldwell, Richland, West Carroll, East Carroll, Madison, Tensas, Franklin, Catahoula, Concordia, Avoyelles, Rapides, Saint Landry, Pointe Coupée, West Baton Rouge, Saint Martin, Ibera, Iberville, Assumption, Saint Mary, Terre Bonne, La Fourche, Ascension, Saint Bernard, and East Baton Rouge.

In Mississippi, the counties suffering most were Tunica, Coahoma, Panola, Tallahatchie, Bolivar, Washington, Sunflower, Leflore, Yazoo, Issaquena, Warren, Claiborne, and Adams.

In Arkansas, Mississippi, Poinsett, Cross, Crittenden, Saint Francis, Woodruff, Monroe, Phillips, Arkansas, Desha, Chicot, Drew, Ashley, and Bradley Counties suffered.

The following estimates were made of the actual damage inflicted by the overflow.

Losses in Louisiana.

Crop.	Average crop.	Loss.	Acreage.	Per cent. of loss.	Value.
Cotton ..... bales...	171,750	42,280	229,000	32	$2,114,000
Corn ..... bushels...	2,800,000	560,000	140,000	20	504,000
Sugar ..... hogsheads...	73,300	65,970	77,000	90	6,286,000
Molasses ..... gallons...	4,984,000	4,285,000	.....		2,142,000
Other crops	.....	.....	52,000	.....	362,000
Total	.....	.....	.....	.....	11,408,000

Add to the total above	$11,408,000
Damage to—	
Stock	1,090,000
Fences, etc	530,000
Houses and household goods	685,000
Levees	561,000
Railroads	730,000
Total loss in Louisiana	15,004,000

Losses on Mississippi.

Crops.	Average crop.	Loss.	Acreage.	Per cent. of loss.	Value.
Cotton ..... bales...	220,000	61,000	256,000	28	$3,008,000
Corn ..... bushels...	2,352,000	570,400	112,000	20	481,000
Other crops	.....	.....	28,000	.....	100,000
Total	.....	.....	.....	.....	3,589,000

Add to the total above	$3,589,000
Damage to—	
Stock	1,312,000
Fences, etc	550,000
Houses and household goods	450,000
Levees	700,000
Railroads	100,000
Total loss in Mississippi	6,701,000

Losses in Arkansas.

Crop.	Average crop.	Loss.	Acreage.	Percentage of loss.	Value.
Cotton ..... bales...	133,000	33,300	190,000	25	$1,667,000
Corn ..... bushels...	1,848,000	369,600	96,000	20	296,000
Other crops	.....	.....	17,000	.....	50,000
Total	.....	.....	.....	.....	2,013,000

Damage to—	
Crops	$2,013,000
Stock	1,180,000
Fences	225,000
Houses and household goods	230,000
Levees	115,000
Railroads	320,000
Total loss in Arkansas	4,083,000

TOTAL LOSSES BY THE FLOOD.

Louisiana	$15,004,000
Mississippi	6,701,000
Arkansas	4,033,000
Tennessee and other States	1,300,000
Total	27,038,000

States.	Acreage under water.	Cultivated land under water, acres.	Population of overflowed districts.
Louisiana	6,056,000	498,000	142,900
Mississippi	3,495,000	392,000	123,800
Arkansas	3,907,000	303,000	74,600
Other States	625,000	84,000	62,800
Total	14,081,000	1,277,000	402,100

Flood of 1884.

The only important crevasse of 1884, but a very serious one, was that at the Davis plantation, 22 miles above New Orleans, one of the largest and most destructive known. A rice flume cut in the old levee had been imperfectly refilled and the great rush of the river washed out the loose earth, and soon cut a gap 1,000 feet wide. Through this immense opening the spare water of the mighty river forced its way, forming a converging stream that ran several miles inland, and pounding out deep gullies and holes here and there along its destructive course.

The railroad tracks of the Texas and Pacific and of the Morgan lines soon became submerged and all traffic stopped. The two railroad companies, in conjunction, undertook to close this tremendous crevasse, but the driftwood and débris of the river, together with the powerful current that was setting in against the work, so impeded, blocked, and prevented any available efforts that they were finally compelled to abandon the undertaking. The great gap then grew apace, the water spread out a vast sheet of demolition over the surrounding country, overflowing adjoining parishes, poured into the town of Gretna, submerging the streets, driving families from their homes, causing widespread misery, destruction, and suffering. The water poured down on the richest sugar district in the State, causing destruction on the west bank of the river almost to the Gulf, and entailing a loss of over $5,000,000.

High-water floods.

The following is the Mississippi River Commission's calculations of floods:

At Cairo, between 1862 and 1883, inclusive, four floods have reached or exceeded a reading on the gauge of 50.8 feet, the highest known reading being 52.4 feet, in 1883. A flood of 51.5 feet may then be looked for once in ten years.

At Memphis, between 1858 and 1883, inclusive, the gauge-reading has equaled or exceeded 34 feet six times, the highest reading being 35.1 feet, in 1882. A flood of 34.5 feet may be expected once in ten years.

At Helena, between 1867 and 1883, inclusive, floods have four times equaled or exceeded a gauge-reading of 45.8 feet, the maximum being 47.2 feet, in 1882. A flood of 46.5 feet may be expected once in ten years.

At the mouth of White River, between 1862 and 1883, inclusive, the floods have five times given a gauge-reading of 46.6 feet or more, the highest being 48.5 feet, in 1882. A flood of 47.5 feet may be expected once in ten years.

At Vicksburg, between 1858 and 1883, inclusive, floods have four times given gauge-readings of 48.8 feet or more, the highest being 51.1 feet, in 1862. In 1882 the flood only reached 48.8 feet, the maximum since 1867, and may have had its height diminished by the Vicksburg cut-off of 1876. A flood of 49 feet may be expected once in ten years.

At Natchez, between 1858 and 1883, floods reached a gauge-reading of 47.9 feet or more five times, the maximum being 50.3 feet, in 1862. A flood of 48 feet may be expected once in ten years.

At Red River Landing, between 1867 and 1883, the gauge has in three years had a flood reading of 46.3 feet or more, the maximum being 48.6 feet, in 1882. A flood of 47 feet may be expected once in ten years.

At Carrollton floods have reached a gauge-reading of 15.4 feet or more five times between 1859 and 1883, the highest being 15.9 feet in 1862. A flood of 15.6 feet may be expected once in ten years.

These statements refer to the river as it has been since 1858.

Cost of high water.

The total losses from overflow in the States south of Memphis since 1866 is estimated at $71,827,000, the worst years being 1867, 1874, 1882, and 1884.

The account of the Lower Mississippi Valley with the river since the war will stand as follows:

To the building and maintenance of levees	$25,704,482.94
To crevasse and losses from flood	71,827,600.00
Total cost of high water in twenty-one years	97,532,082.94

RIVER IMPROVEMENTS.

AMOUNTS EXPENDED BY UNITED STATES GOVERNMENT AND BY STATES AND MUNICIPALITIES.

10. *Give an account of the various schemes for the improvement of the navigation of the river between Memphis and the Gulf, and the amounts expended thereon by the United States, State, and the municipal governments separately.*

It is now recognized by the Mississippi River Commission that levees are an important factor in river improvement, and that whatever is done to restrain the volume of the river within its banks will enable it to cut out its channel and to give deeper water and better navigation. This doctrine was forcibly enunciated by the Commission in its first report, and it has since assisted liberally in the buliding of levees, recognizing them as important elements in river improvement. On this basis, therefore, the amount expended on levees by the several lower river States may be properly included among the expenditures for the improvement of navigation. They undoubtedly had that effect, as was well shown by the fact that in Louisiana, where the levees were maintained in the earliest day, the river was always deep and never troubled by bars, whereas above, there were frequent obstructions. As a matter of fact, however, these levees were erected with no expectation or intention of deepening the Mississippi, nor, indeed, with any idea that they had that effect. They were constructed wholly for defensive purposes to protect the land from overflow.

Later on, their importance in the scheme of river improvement was recognized by the State engineers, and the work of constructing them and deepening the river was carried on simultaneously and by the same boards as part of the same work.

The levee work done by the States has already been given. The other work carried on specifically for improving navigation and deepening the channel, and which served as the initiative of the present plan of river improvement, also deserves consideration.

The first trip made by Bienville up the Mississippi, in 1699, before a single settlement had been made on that stream, was attended by what may be called the improvement of the river. The French explorer found it running over a point at one place, where the channel was badly clogged with drift. He had his men to clear this away and allow the water to run through without hinderance. On his return he found the river rapidly adapting itself to the new channel, which ultimately became the main one.

The first work of the new settlers on the Mississippi in 1717 was to construct a levee for the purpose of protecting themselves from overflow, but without any idea of improving navigation.

The first regular river improvement was that attempted by the French Government in 1726, for the purpose of removing the bar from the mouth of the Mississippi, deepening its navigation, and allowing the easy entrance of its largest war vessels. At that time the Mississippi afforded a depth of only 6 or 8 feet, and while this was sufficient for the small vessels engaged in the colonial trade, it was not for the men-of-war seeking refuge in the river. The process adopted for removing the bar was one followed for many years afterward. It consisted simply in dragging iron harrows over the shallow places, stirring up the mud, which was carried away by the current. It was successful temporarily. The required depth was obtained, but it was only for a short time, and it had to be done over again repeatedly.

While some records exist of the work done on the levees under the French and Spanish régimes. there is very little said about river improvement. The only works undertaken were the leveeing of the banks, which had the effect of deepening the channel, the dredging at the bar to secure a better depth there, and the removal of snags and logs.

The Spanish Government, which devoted itself very assiduously to developing and improving the material resources of the country, cleared out the mouths of Bayous Manchac and La Fourche, and thus gave better connection between the Mississippi and these streams. As the clearing of the river banks gave a deep, navigable stream along all that portion of the Mississippi then settled (from Bayou Sara down), there was really nothing to be done save to keep the mouth of the river open and to clear it of floating drift. The first was done by the Government, the latter generally by the people, although once or twice officers assisted in removing a troublesome raft where the logs and timber piled up in large masses, affecting navigation more or less.

The cession of the country to the United States caused no change. Nothing was done for the specific purpose of river improvement, although that was incidentally obtained by the levees constructed. About the time of the battle of New Orleans an important work was performed in the construction, under the order of General Jackson, of a dike over Bayou Manchac. Bayou Manchac connects the Mississippi River with the Amite, or

Iberville, and Lake Pontchartrain and the Gulf, and is thus a short cut to the sea. It was frequently used for purposes of navigation during the early days of the colony, and it was by this route that Bienville and his men entered the river from the settlements on the Mississippi Sound coast, thus avoiding the danger of a trip through the Gulf and passes and up the river. General Jackson's purpose in closing the bayou was not river improvement, but military defense, as this route offered the British an easy entrance into the Mississippi above New Orleans. The work, however, in the view now taken of river improvements by the Mississippi River Commission was an important one, being the first step towards closing outlets and thus confining the Mississippi to a single channel and forcing it to cut out and deepen that channel.

The large number of people who about this time came pouring down the river from every portion of the upper country, but particularly from Kentucky, Tennessee, Virginia, and Pennsylvania, resulted in some improvement of the river, or rather in the removal of the obstructions in the way of logs, rafts, sawyers, etc., that had previously existed. The work was done altogether by the boatmen. The States did nothing, and the United States Government did not recognize its obligations in this matter until about 1829, when it inaugurated, under Captain Shreve, the snag-boat system. Previous to that time, the boatmen themselves had removed, in their passage down stream, the numerous logs which obstructed and rendered the navigation of the river dangerous. The settlers were everywhere felling the forests along its banks, rafts and logs were being floated down, barges and flat-boats sinking, and, as a consequence, the river was far more dangerous than to-day. When the first steam-boat, the *New Orleans*, contemplated making her trial trip to New Orleans, a special agent was sent ahead to examine the route and see what were the obstructions in the way and to remove them.

The snaggy condition of the Mississippi was such at the time that only three-fourths of the boats going down stream ever reached New Orleans, the others being shoaled or sunk on their way there. The losses were so heavy that the captains, pilots, and owners of river craft united in 1822 in a strong petition to Congress asking for the removal of snags. The petition received no attention for some years, but finally Congress recognized its obligations in the matter, and snag-boats were placed upon the river. Captain Shreve, who commanded the fleet, did good work. He invented a system of butting down the snags, and within a short time had cleared out the river. The work was one, however, that never had an end. New logs are constantly floating down, and the snagging branch of public service has ever since been fighting this danger, save during those few years when Congress failed to make an appropriation for it. Captain Shreve, who was one of the earliest river experts, followed his good work in the way of snag removal by a very unfortunate act. At that time, the general idea of river improvements was to shorten the river—smooth out the wrinkles, as it were. With this idea in view he inaugurated his grand scheme by what is now known as Shreve's Cut-off, cutting off a bend, and thus shortening the Mississippi some 12 or 15 miles. The evil effects of this act are felt to the present day. The State of Louisiana endeavored to offset it soon afterwards by making a second cut-off across Raccourci Point. While these cut-offs did not affect the Mississippi itself seriously, they ruined the entrance to the Red, Ouachita, and Atchafalaya Rivers, and have caused the expenditure since of hundreds of thousands of dollars to set right this ill-advised attempt at river improvement.

Cut-offs became fashionable, and all along the river attempts were made to divert it from its ordinary course. To such an extent was this carried in the mad scheme to improve the river in this way that the legislatures of Arkansas and Louisiana declared it a felony to make an artificial cut-off of this kind.

Within six years of the recognition by the Federal Government of its obligations to the river States in the way of at least removing the snags, Louisiana organized a similar service and assisted in the work, and Mississippi did something towards improving the navigation of those of its streams emptying into the Mississippi. Both States had received donations of lands from Congress for internal improvements, and the proceeds coming from the sale of these lands were expended equally in the construction of public roads and in river improvement.

This, however, was far from all that the river States desired in the matter, and an agitation was begun in favor of river improvement by the Federal Government. The subject was discussed in the Southern and Western press for some time, and finally culminated in a convention, one of the first of its kind in the country.

MEMPHIS RIVER IMPROVEMENT CONVENTION, 1845.

In 1845 the great river improvement convention met in the city of Memphis, or rather there were two conventions that year in that city. At the first six States were represented, at the second twelve States, with about 500 delegates, and the president no less a personage than Hon. John C. Calhoun. This was not called specifically in the in-

terest of the Mississippi River, but of internal improvements generally. In 1847 another river and harbor convention assembled at Chicago, at which were present many men who have since become noted in our country's history, as Abraham Lincoln, Charles Hempstead, Tom Corwin, Robert C. Schenck, Dudley Field, John C. Spencer, Horace Greeley, and many others. In 1851 a large convention was assembled at Burlington, Iowa, and was the initiative work in the improvement of the Rock Island and Des Moines Rapids of the Mississippi River. In 1866 another convention met at Dubuque, Iowa, and the following year witnessed another grand convention, and since that time there has scarcely a year passed that conventions have not been held at some of the principal cities in the valley of the Mississippi.

The four principal improvements demanded for the river were:

(1) The improvement of the passes so as to allow vessels of larger draught to reach New Orleans from the Gulf.

(2) The improvement of the channel of the river so as to make it navigable at all seasons of the year, particularly that portion of the river lying between Saint Louis and New Orleans, for which a depth of 8 feet is demanded.

(3) The removal of obstructions in the river and its tributaries, as, for instance, the Rock Island Rapids, the falls in the Ohio opposite Louisville, the raft in Red River, and similar obstructions to navigation.

(4) The prevention of overflows by crevasses, floods, and freshets, whereby the fertile alluvial lands lying on the banks of the river were injured and damaged, and the course of the river itself obstructed with bars, etc.

These demands have all been more or less recognized; indeed, before the convention had met, the Federal Government had already recognized its obligations to the country in the removal of snags and obstructions, and had had its snag-boats at work for some years, and had spent some money in surveys at the mouth of the river and in attempts to remove the bars there.

The necessity for the improvement of the passes was admitted from the earliest days. The French and Spanish Governments had worked at them on the system of stirring up the mud at the bottom. The United States followed with the same system, and the first work on the passes was an ingenious but unsuccessful attempt to secure deeper water by dredging with buckets, a plan recommended by the board of United States engineers.

The Mississippi River, at its mouth, is constantly changing and shifting. This is especially so of the passes. Since La Salle discovered the mouth of the river, two centuries ago, the deepest pass through which vessels plying to and from New Orleans have sailed, has changed no less than four times. In 1750 the Northeast Pass was the one chiefly in use. Since then Pass à Loutre, Southwest, and South Pass have been successively employed.

In 1835 Congress appropriated $250,000 for the work, that being the first sum ever given by it for this improvement. A survey of the work and preparation for the dredging apparatus, however, nearly exhausted the appropriation, and several years elapsed before anything more was attempted.

The deepest mouth of the river at that time was Northeast Pass, which showed a depth of 12 feet of water, a depth whose inadequacy for the commercial needs of a near future was overlooked. Vessels built expressly for the carrying trade between New York and New Orleans did not, at that time, exceed 500 tons register. Surveys and reports of the passes were made in 1829, 1837, 1839, 1849, and 1851. Shortly after the survey of 1837 Northeast Pass, then the chosen commercial channel of New Orleans, shoaled up; but Southwest Pass was found to answer present purposes, being only less convenient of approach, and it continued to be used with tolerable facility until about 1850. Then the increasing draught of ships brought a new difficulty, and, "owing to pressing memorials of the citizens of New Orleans, Congress ordered an exploration of the region, and appropriated a large sum for the purpose of the deepening of the channel of the river." While various measures were being recommended, vessels of less than 1,000 tons were grounding on the bar.

In 1852 there were no less than forty ships aground on the bar from two days to eight weeks, many of them being compelled to lighter their goods, and some even to throw them overboard in order to get safely off the mud lumps. That year $75,000 was appropriated for the mouth of the river and a board of Army officers appointed to suggest a proper plan of operations for increasing the depth of water on the bar.

The system of stirring up the bottom and dredging the river was recommended by the board; and, if that failed, the building of jetties at Southwest Pass 5 miles into the Gulf, and the closing of all the lateral outlets; finally, should this fail, the digging of a ship-canal at Fort St. Philip, or some other convenient point, from the river to deep water in the Gulf. The system of dredging, by stirring up the bottom, recommended by the board, was approved by the War Department and a contract was accordingly entered into for deepening the Southwest Pass to 18 feet. The contract was

successfully executed and a depth of 18 feet obtained in 1853. No further appropriation was made until 1856, when no trace of the former deepening of the channel was left. In that year, $330,000 was appropriated for opening and keeping open, by contract, ship-channels through the bars at the mouths of Southwest Pass and Pass à Loutre. A contract was awarded to Messrs. Craig & Righter for opening both passes 20 feet deep and 300 feet wide, and for maintaining that channel four and a half years. They constructed on the east side of Southwest Pass a jetty about a mile long, which, with harrowing and dredging, deepened the channel to 18 feet, which depth was maintained during 1859 and 1860. The war then came on and the passes were neglected. In 1868 a system of dredging was again adopted by the Government, and a steam-propeller dredge was constructed at a cost of $350,000; a short time afterward a second boat was built. These two boats worked for three years, but in 1873 the Army engineers gave their opinion that this dredging could not maintain a depth of 18 feet.

The great loss occasioned by the detention of vessels at the mouth of the river at last called forth such loud demands for the deepening of the passes from the most influential organizations and men in the South and West that Congress, recognizing its responsibility, invited plans for the improvement of the mouth of the river. The two main plans suggested were:

(1) The construction of a ship-canal from Fort St. Philip to the Gulf, as recommended by the commission of Army engineers that had examined the mouth of the river in 1857, which, it was estimated, would cost $13,000,000.

(2) The building of jetties at the mouth of the river, a system of removing bars that had been tried successfully in Europe in deepening the Danube, Vistula, Oder, Dwina, and other important rivers.

THE EADS JETTIES.

The jetty scheme was strongly advocated by Capt. James B. Eads, the great engineer, who had constructed the Saint Louis bridge, and had been engaged in other important engineering enterprises.

In February, 1874, Mr. Eads made a formal proposition to Congress to open the mouth of the Mississippi River by making and maintaining a channel 28 feet deep between the Southwest Pass and the Gulf of Mexico for the sum of $10,000,000, at the entire risk of himself and associates; not a dollar was to be paid by the Government until a depth of 20 feet had been secured, when he was to receive $1,000,000, and afterward $1,000,000 for each additional 2 feet, or a total of $5,000,000 when 28 feet had been obtained. The remaining $5,000,000 was to be paid in annual installments of $500,000 each, conditional on the permanence of the channel during the ten years. This proposition at first met with vigorous opposition and denunciation.

When the matter was first submitted to Congress an appropriation of $8,000,000 was made for the Fort St. Philip Canal, which passed the House by a good majority, while at the same time the jetty plan was defeated. In the Senate, however, the canal scheme was crushed, Mr. Eads's arguments before the Select Committee on Transportation Routes to the Seaboard being so forcible that in the Senate the committee asked to be discharged from further consideration of the Fort St. Philip Canal bill, and to report as a substitute for it a bill authorizing the appointment by the President of a commission of seven engineers—three from the Army, three from civil life, and one from the United States Coast Survey—to whom this question as to the proper method of opening the mouth of the river should be referred, with instructions to report at the next session of Congress.

The report of this board was presented to Congress on January 13, 1875, by the Secretary of War, and it proved favorable to the jetty plan, the board recommending its application to South Pass. Soon after the report, Mr. Eads made a new proposition to Congress to make a channel 30 feet deep at the mouth of Southwest Pass. A bill embodying this proposition was presented to the House in February, 1875, and passed it ten days afterward. In the Senate, however, South Pass, as recommended by the board, was selected. The act became a law March 3, 1875.

The terms were that Captain Eads was to obtain a channel 20 feet deep and 200 feet wide at the bottom, in thirty months from the passage of the act, and having obtained such a channel, he was to receive $500,000 for every additional 2 feet in depth, with corresponding widths at the bottom until a depth of 30 feet and a width of 350 at the bottom were obtained. He was to receive $500,000, with additional payments, for maintaining the channel. Up to that period the payments of the Government would amount to $4,250,000, with $1,000,000 in addition, earned by Captain Eads, to be retained by the Government for a certain specified length of time as security that the jetties would maintain the channel secured. There was also a provision in the contract which gave Captain Eads $100,000 a year, for twenty years, for maintaining and keeping the jetty works in repair.

The jetties extend from South Pass across the bar into the Gulf. The total length of the east jetty as constructed was 12,100 feet, or nearly 2⅓ miles; the west jetty terminates opposite the east jetty, but its total length is only about 1½ miles, the difference being due to the greater extension of the natural banks on the west side of the pass. Without entering into a detailed account of the method of constructing the jetties, their mode of structure may be briefly stated to be with willow mattresses laid in layers and weighted with stone, and on this foundation a concrete wall is built. After successfully surmounting innumerable engineering difficulties and embarrassments of the most formidable character, Captain Eads achieved a glorious triumph in his great undertaking, and the jetties were practically completed in July, 1879. At the head of the passes a navigable channel 26 feet deep and 165 feet wide was obtained and certified to July 10, 1879. Since that date the semi-monthly surveys have shown constant increase both in depth and width. The bar at the head of South Pass, with only 14 feet of water over it, which lay like a formidable dam in the entrance of the channel, was completely removed, and the depth of water in South Pass was made greater by 2 feet than that in the two larger passes on either side of it. At the mouth of South Pass the current, which in 1875 struggled feebly against the frictional resistance of the bar that obstructed it, became, by the construction of the jetties, a strong and living force, which, attacking the obstacle in its way, swept it far out into the great depths of the Gulf, and carved out for itself a deep and wide channel more than equal to the wants of commerce. The minimum depths through the jetties at various dates since 1875 to date clearly indicate the efficacy of the scouring process caused by the jetties. In June, 1875, the water was 10.2 feet. In 1876 its greatest depth was 23.5 feet in August; its least depth was 21.0 in May. In 1877 it reached 24.2 from October 25 to December 14; its least depth was 22.0 in March. In 1878 it was 27.1 feet in December and 25.4 in March. In 1879 it was 31.7 feet in December and 27.0 in March. In 1880 the depths were, June, 31.4; July, 30.8; August, 32.0; September, 30.6; October, 30.3; November, 30.8; December, 30.8. In 1881 the greatest depth was 33.8 feet in January, and its least 30.4 feet in November. In 1882 it was deepest in September, being 31.9 feet; its least was 30.5 in February, and 30.5 in April. In 1883 the greatest depth was 33.4 in June; its least, 30.2 in January.

Since then the jetties have been put to the severest tests. In 1883 the English cable ship, the *Silvertown*, put to sea with the largest cargo ever leaving New Orleans; 10,618 bales of cotton, 319 tons of ore, 24,193 bushels of grain, 10,750 staves, 1,000 tons of coal, and 275 of water ballast; a total of 5,020 tons, the vessel drawing 25 feet 4 inches. The *City of New York* also went through, drawing 25 feet 10 inches. She was a comparatively narrow ship, whereas the *Silvertown* had an enormous breadth of beam and was nearly as broad at the bottom as at the top, being almost flat-bottomed. The saving to the people of New Orleans and the Mississippi Valley by reason of the establishment of the Eads jetties, was plainly shown by Hon. Joseph H. Burrows, of Missouri, in a speech on the improvement of the Mississippi River, in which he stated that the transportation rates on a bushel of wheat shipped from the center of the Valley, at Saint Louis by river to the seaboard at New Orleans during the three years 1877, 1878, and 1879, ranged all the way from 10 to 15 cents less than by rail to the seaboard at New York. That, owing to the jetties, half of the total grain produced in the 14 Valley States could be shipped from Saint Louis to New Orleans, instead of by rail to New York, with an annual saving to the seaboard at 10 cents per bushel, which would be $90,381,552, and at 15 cents per bushel, $135,572,328.

The following table is taken from the annual report of Major Heuer, engineer in charge of the jetties, and gives the lowest depth and width of the 26-foot and 30-foot channels through the jetties, according to surveys made in May and June, 1887, respectively:

Distances from east point in feet.	Month.	Least width for—		Least depth.
		30 feet.	26 feet.	
0 to 2,000	May	180	330	39.4
	June	90	350	39.0
2,000 to 4,000	May	320	370	35.3
	June	280	330	35.4
4,000 to 6,000	May	320	390	37.1
	June	330	380	37.5
6,000 to 8,000	May	210	290	31.2
	June	210	280	32.3
8,000 to 10,000	May	210	290	31.2
	June	130	250	34.1
10,000 to 12,000	May	230	300	38.1
	June	190	270	35.2

Beyond the ends of the jetties there is a central depth of 30 feet on a direct course from the ends of the jetties to the sea; the 26-foot channel is 210 feet wide and the 30-foot channel 60 feet wide.

At the head of South Pass, that is from the main river into South Pass, there is a central depth of 29 feet, and the 26-foot channel is very wide.

Above Goat Island the central depth is 29 feet, and the 26-foot channel is 380 feet wide.

Near Grand Bayou the central depth is 28 feet, and the 26-foot channel is 200 feet wide.

The following are the expenditures at various times of the Government on the improvement and deepening of the passes, other than the contract with Captain Eads for the jetties:

Year.	For what expended.	Amount.
1829	Survey	$500
1836	Increasing depth	75,000
1837	Removal of obstructions	120,000
1850	Survey	50,000
1852	do	50,000
1852	Opening ship canal	75,000
1856	Improvement of South Pass and Pass à l'Outre	330,000
1866	Improving mouth of river	75,000
1867	do	200,000
1868	do	50,000
1869	do	85,181
1870	do	300,000
1871	do	125,000
1872	do	155,000
1873	do	125,000
1874	Improving mouth of river and survey	85,000
1875	Improving mouth of river	250,000
1876	Improving mouth of river and survey	115,000
1877	do	12,000
1878	Survey	15,000
1879	do	24,000
1880	do	10,000
1881	do	10,000
Total		2,526,681
	Expended by the Government for the construction of the jetties under the contract with Capt. James B. Eads.	5,950,000
Total		8,476,681

MISSISSIPPI RIVER IMPROVEMENTS.

In respect to the improvement of the Mississippi River for purposes of navigation, little or anything was done save at the mouth before 1878. This was due to two reasons—because the Government did not fully recognize its obligations in the matter, and because the removal of snags and obstructions was deemed sufficient improvement. The first work undertaken on the Mississippi was on the upper course of that stream at the Des Moines.

In 1868 Congress made an appropriation of $40,000 for the removal of obstructions in the Mississippi River. It had previously set aside $3,352,040 for the snag-boats employed in service on the western waters. This service was not confined to the Mississippi alone, however, but included work on its leading tributaries—the Ohio, Missouri, Red, and Arkansas. About 40 per cent., or $1,340,800, may be counted on as having been expended on the Mississippi below Memphis, which, with the special appropriation of $40,000 in 1868, makes the total for the removal of snags in that river $1,380,800 up to 1879. Since 1879 the expenditures on the snag-boats on the Mississippi and Missouri have been $495,349.77. Allowing 50 per cent. for the Mississippi, it gives $247,674.88 as the snag expenditures since 1879.

In 1878 the river and harbor bill included a number of items for river improvements, mainly at the harbors of the chief towns.

Memphis harbor received	$8,300
Vicksburg	134,000
New Orleans	110,000
The mouth of Red River	190,000

In 1880 the appropriations were:

Memphis harbor	$15,000
Vicksburg	20,000
Natchez and Vidalia	40,000
New Orleans	75,000

In 1881, the following:

Memphis	15,000
Vicksburg	75,000
Natchez	50,000
New Orleans	75,000
The Passes	10,000

The following are the amounts expended on the improvement of the Mississippi previous to the creation of the River Commission:

Years.	For what expended.	Amount.
1871	Gauging	$5,000
1874	Improvement of the alluvial basin	25,000
1876–'78–'79	Guaging	15,000
1878–'79	Protection of harbor of Memphis	83,000
1878–'79	Protection of harbor of Vicksburg	134,000
1878–'79	Protection of harbor of New Orleans	110,000
1880	Harbor of Memphis	15,000
1880	Harbor of Vicksburg	20,000
1880	Harbor of Natchez and Vidalia	40,000
1880	Harbor of New Orleans	75,000
1881	Harbor of Memphis	15,000
1881	Harbor of Vicksburg	75,000
1881	Harbor of Natchez	50,000
1881	Harbor of New Orleans	75,000
	Total expended on river improvements previous to river commission, except on passes and removal of snags	737,000

MISSISSIPPI RIVER COMMISSION.

In the meanwhile in 1879 Congress had passed the bill creating the Mississippi River Commission, of seven members, to suggest a plan for the general improvement of the river and to control and supervise the work done. Under that body the work has since been systematically carried on with much larger appropriations than formerly. The following are the amounts voted by Congress at different times to the improvement of the river under the Commission:

1881	$1,000,000
1882	4,123,000
1883	1,000,000
1884	2,065,000
1886	1,994,057
Total	10,477,855

Of this there has been expended for channel work, as distinguished from levees, the following amounts:

Location.	Amount.	Location.	Amount.
Memphis harbor	$615,077	Natchez and Vidalia harbors	$8,253
Helena reach	8,000	Red and Atchafalaya Rivers	316,717
Choctaw reach	2,680	New Orleans harbor	233,195
Repairs to plant	30,000	Cubit's Gap	137
Greenville harbor	37,500	General service	114,259
Vicksburg harbor	197,819		
Lake Providence reach	2,415,902	Total	3,979,539

The following is the levee work done in the same district by States:

Tennessee: Lauderdale.

Mississippi: Tunica and Coahoma; Bolivar Riverton; Bolivar Hughes; Washington and Issequena; Ben Lomond.

Arkansas: Mississippi, Long Lake, Phillips, 'Possum Fork.

Louisiana: East Carroll, Madison, Tensas, and Concordia; general protection of Tensas Basin; Pointe Coupée Morganza; general protection Atchafalaya Basin; Bonnet Carré.

The apportionment among the several States was as follows:

Tennessee	$100,000
Mississippi	624,678
Arkansas	404,561
Louisiana	1,342,810
Total	2,472,049
Total amount expended by river commission between Memphis and Gulf	6,451,588

LOUISIANA AND RIVER IMPROVEMENTS.

Among the river States, Louisiana has led by a long distance in the matter of river improvement. This was due largely to the fact that it was first settled, and was most dependent upon keeping open its water courses. The settlements in Louisiana were almost altogether upon the streams. To secure, therefore, communication with markets, it was necessary to keep the interior rivers and bayous free from snags and other obstructions.

Louisiana, in consequence, expended more upon its levees and river improvements than all the other lower Mississippi States. There were some improvements attempted under the French and Spanish governments, especially at the passes, as already narrated. In 1814 the dike across Bayou Manchac was constructed to cut off that outlet.

In the early days of the State a large amount of work was done, but mainly by private individuals, the steam-boat men and keel-boat men. The Mississippi and all its tributaries were at that time filled with logs and snags, and navigation rendered dangerous thereby. These obstructions the steam-boat men gradually removed themselves, opening most of the streams. There are, of course, no figures attainable of the cost of this work. If, however, the work done in the way of removing the rafts, logs, and snags be estimated on the basis of that subsequently undertaken by the State boards of works and State engineers the expense of river improvement between 1800 and 1815 was from $12,000 to $15,000 a year; and from 1815 (when the steam-boats began running) until 1833 from $25,000 to $30,000, or $490,000 for the whole period. This, however, is merely an estimate of its cost based on the work subsequently done by the State.

After 1833 the statistics are reliable and authentic as the board of public works and the various other boards carrying on the interior improvements upon which the State had entered, were required each year to present full itemized reports to the legislature. These reports give the various works under way and their cost. The great aim of the State government at that time was to give all portions of Louisiana a route to market which was done partly by the improvement of the interior water ways and partly by means of public roads.

In 1833 the legislature of Louisiana organized the board of public works, for the improvement of the State and particularly for cleaning out the streams, removal of snags and logs and other obstructions. The first work undertaken was the removal of the rafts obstructing the Atchafalaya and Grand Rivers, and Bayou Sorrel, in order to open the navigation through these streams to the Attakapas.

It became, at the same time, necessary to improve the mouth of Red River and the connection between that stream and the Mississippi, which had been injuriously affected by the cut off made near its mouth by Captain Shreve, on behalf of the United States, in 1831.

The board worked zealously at these two enterprises, making, however, little progress with them, and fifteen years afterwards, complaint was still made about the raft in the Atchafalaya and its obstruction to navigation. The opening of that stream moreover had an unfavorable effect on the mouth of Red River. When the raft was partly broken and removed the increased current velocity of the Atchafalaya soon washed out the light deposits in the channel, and it was thus able to carry off a large volume of the Red River and divert that stream from the Mississippi.

The board of public works had complete charge of all the public improvements going on in the State, the income being derived from the public-improvement fund, obtained from the sale of lands granted Louisiana for its internal improvement. The work done

was confined mainly to river improvement, the removal of rafts, dredging of the streams to give them greater depth, and construction of canals to give intercourse between navigable rivers. The board had three boats in the field, with crews of sixty men, and occasionally chartered other vessels. The operations for the year 1840 show work done on the Atchafalaya and Bayou Plaquemines, on Bayous Bonfouca, Packet, Manchac Pass, which was opened; Bayou Plaquemines opened to the Mississippi, where works were constructed to prevent the logs from drifting in and causing the Atchafalaya raft; on Bayou Bœuf, opened to Prairie Jefferson; Tensas, to Bayou Roundaway; Maçon, throughout, Bayous Bartholomew, Des Glaizes, and Courtableau. The United States had undertaken the removal of the obstruction in the navigation of the Red River, near Alexandria, known as the "Rapids," or Falls. Louisiana also made an appropriation for this purpose, and an arrangement was made with the United States contractor to carry on the improvements under the State specifications for slightly less than the legislature had appropriated for this purpose.

The work was done mainly with slaves owned by the board of works. A few convicts were employed, but were not found satisfactory. The expense for labor, therefore, was small. The total expenditures for the year were $54.895.54. Of this, $5,000 was expended in Bayou Courtableau under a special appropriation of the legislature. All but $1,017 was expended on the Mississippi or tributary streams. The cost of the works at the junction of Bayou Plaquemines and the Mississippi to prevent the deflection of logs was $2,080. This floating boom proved to be of only temporary benefit, and the State found it necessary each year to remove the logs gathered at the mouth of the bayou and to make changes and additions to the boom.

In 1846 the State had at work three boats and 114 men. It purchased that year a snag-boat and a dredging machine. The total expenditure, aside from work on the levees, that is, the amount spent for the direct improvement of streams, the dredging of channels and removal of snags, was $62,668. It ranged from $50,000 to $85,000 a year for the next ten years.

The State board of works continued actively on river improvement until the war broke out, with from three to six boats and from 50 to 150 men, most of them slaves, the principal work being done in Bayous Tensas, Grosse Tete, Courtableau, Maçon, and the Mississippi, Red, Grand, and Atchafalaya Rivers. In 1847, under a special act of the legislature, a contract was made by the State with a Mr. Hoard to cut a canal across the Raccourci Bend, and thus cause a cut-off in the Mississippi River at that point. At that time great confidence was felt in cut-offs, and it was proposed in this way to straighten the river and reduce its length, and thus do away with levees. And as Captain Shreve had made his cut-off near the mouth of Red River for the United States, so Mr. Hoard developed Raccourci Cut-off in the immediate neighborhood for the State of Louisiana. The work was done in defiance of the advice of the State engineer and cost $12,000. It consisted simply of a canal cut across the head of the Raccourci isthmus, through which the river poured, and in a very short time found its way, leaving its old bed a lake. It is now admitted that Louisiana made a grave mistake here. Instead of lowering the level of the river, as expected, it raised it, and the parish of Pointe Coupée below has suffered severely in consequence of these cut-offs, and has been compelled to raise its levees several feet until they are now the highest in Louisiana. Another effect of this work was to close up Old River, the connection between the Red and the Mississippi. This followed immediately after the making of Raccourci Cut-off, and in consequence of it and the removal of the raft in the Atchafalaya.

The unsettled condition of a large portion of Louisiana and the immense number of logs and snags floating down the Mississippi from the new settlements being made above rendered it absolutely necessary to keep up this work of improvement. Thus, we find that the raft in the Atchafalaya and Grand Rivers and at the junction of Bayou Plaquemines and the Mississippi re-formed each year and had to be removed. Although the work of improvement was under the control of the State board of works and the State engineer, it was really directed by the legislature, which provided that such and such streams should be improved or cleaned, in much the same manner as Congress directs the United States engineers to-day. The legislature passed, for instance, in the six years between 1847 and 1853, no less than 132 different acts in regard to river improvement and affecting the State engineer and board of works, and providing for the cleaning out and improvement of streams aggregating over 5,000 miles in length.

In 1852 commissioners were appointed and money appropriated by the legislature for the removal of the falls in Red River. The work was let out, but nothing was accomplished, nor did a second appropriation bring any permanent good, and the reports declared a lock absolutely necessary there. [The falls have since been removed by the United States.]

The donation made by the United States to the State of Louisiana in 1849 of all the swamp lands within its limits, to be used for the redemption of these lands, led to a great

activity in levee building and in the improvement of the streams. The State was divided into four districts, in each of which was a commission in charge of the management of the swamp lands and of the various improvements going on there. The work undertaken was of a colossal character, and included the building of levees, the digging of canals, drainage of the swamp lands, and improvement of the streams. Most of the works undertaken were ordered by the legislature. Some idea of the magnitude of these operations may be arrived at by the fact that in a single district, the second, in one year, appropriations aggregating $352,500 were made out of this swamp fund. It is true that the works cost less than the appropriations and that there was a handsome balance left to the credit of the fund, but the activity shown in public improvements may be imagined from this total. The bulk of the work done, however, was the building of levees and the digging of canals, not so much for the improvement of navigation as for the redemption of the swamp land by properly draining it. The work of river improvement by the State continued actively through all this period.

In 1854, notwithstanding what had been already done in the improvement of the Atchafalaya, the legislature found it necessary to let the work of cleaning out that stream by contract, the price paid being $15,000.

In 1855 Louisiana undertook the improvement of the Ouachita, expending for that purpose $8,935, without securing any benefit therefrom beyond a survey of the river. The special report on this subject calls attention to the increased danger of obstruction at the mouth of Red River, which entitled it, the report declared, to the constant service of a dredge-boat at each high water, "since it is justly apprehended that at any season when the Red River shall have no rise subsequent to a rise in the Mississippi, the channel into it will most probably be barred up."

A timely warning this, for no other point on the Mississippi has given more trouble to the United States and Louisiana engineers than this.

In 1856 the State force at work included three snag-boats, two dredge-boats, and 95 slaves. The State engineers were also allowed to use, for the space of a year, all the runaway slaves in the Baton Rouge depot. The work to which this force was principally devoted was the cleaning out and improvement of the Atchafalaya, the removal of the falls in Red River opposite Alexandria, and keeping open the mouth of Red River where it joins the Mississippi. Innumerable plans were suggested for these several improvements, dams, locks, etc.

In 1859 the State appropriated $35,000 for Old River and the mouth of Red River, which had by this time become a chronic nuisance. Frequent appropriations had been made for this work—indeed, scarcely a year passed without it having been attended to and dredged; but the river was kept open in this way only a short time, and each report closes with the statement that the improvement secured was only temporary. On this point and the Atchafalaya, the bulk of the State river improvement fund was expended. In 1860 the State finally came to the conclusion that the only way by which the connection could be maintained between the Red and the Mississippi was by constructing a dam or sill over the mouth of the Atchafalaya where it joins Old River—the plan proposed by the Mississippi River Commission to-day. This work was ordered by an act of the legislature in 1860, but interrupted by the war. The cost was estimated at $996,000. Another plan proposed at the time was the closing of Bayou Plaquemines (since done) and its connection with the Mississippi by way of locks (reported on favorably by the United States engineers), the cost of which was estimated at $226,000.

In 1860 the appropriations required for the execution of the several works, based upon the surveys called for under special acts of the legislature or under general order from the board of public works, amounted to $1,288,765. Acts were passed by the legislature approving nearly all these schemes of improvement, and there is little reason to doubt that they would have been undertaken had not the war called a halt. None of them, however, were even begun; and during the few months intervening before the declaration of hostilities, the board of work confined its attention wholly to levees.

It is difficult to arrive at the amount expended by the State of Louisiana during this period for river improvement. The appropriations of the legislature are far above the actual amount expended, running up some years to $500,000 and $600,000. The expenditures of the State board of works, State engineers, and the commissioners of the four swamp-land districts were for the improvement of navigation, of drainage, for the opening of rivers, removal of snags, construction of levees and canals, and even of roads, and these are always very much mixed up with each other. It is possible, however, to disentangle them, but only by going over the expenditures item by item. The work was done mainly by negro slaves, the cost of whom was an important item, the slaves used for the dredging and snagging boats having cost the board of works no less than $275,500. In each report there is a demand for more slaves, and a request made that the State vote $250,000 for the purchase of extra negroes for this work. The engineer estimated in his report that the work could be done by slave labor at half the cost of free whites. In the

following tables below, therefore, the estimates of the actual value of the improvements ought to be doubled—that is, the work done is twice as much as the money value represents. In this cost is included the negro slaves purchased, as well as the dredge and snag boats, lumber, and other expenses. These and the salaries of the State engineers and the actual cost of subsistence of the slaves employed on government work were the sole expenses, for there were no wages paid to hands. For a short period, the negro prisoners in the penitentiary were used in the State improvement works, but they were not found satisfactory. Later, the runaway slaves impounded at Baton Rouge were required to labor twelve months on the government works before they were sold.

The following shows the amount expended by the State of Louisiana, or its districts or divisions, for the improvement of the navigation of the Mississippi and its immediate tributaries, aside from the amounts expended for levees, dikes, etc., and represents the expenditures for dredging the stream, removing rafts, logs, sawyers, and snags, for booms, dams, and other constructions to regulate the outpour of the river, for cleaning outlets, and in general for all works intended directly and immediately for the improvement of the navigation of the Mississippi and its tributaries, not including any amount expended for levees, for the protection of land from overflow, or for any other drainage purposes:

Expenditures for river improvement.

1833 to 1840	$445,724
1840 to 1845	302,120
1845 to 1850	317,472
1850 to 1855	212,264
1855 to 1861	377,120
Total	1,654,700

The amount expended during this period for river improvements by the parishes and private individuals was small, as the State boats went from stream to stream, clearing away all obstructions. Only an estimate can be made of these expenses, as about $60,000, or a little more than $2,000 a year. There has, indeed, been scarcely a year when the steam-boats have not done something towards river improvement, and they estimate their expenditures or time for this purpose, even to-day, when the Federal Government has taken charge of the rivers, at $5,000 annually.

The war that followed interrupted all State work except a little leveeing here and there. Nothing was done towards the improvement of the Mississippi and its tributaries; indeed, the aim was rather to close the streams and render them inaccessible to the Federal gun-boats than to keep them open.

In 1865, immediately after peace came, an important work was undertaken by the parish of Iberville and the planters of the immediate neighborhood in the closing of Bayou Plaquemines. This had always been a troublesome point on the Mississippi, and as early as 1840 the State engineers had taken it in charge; for here the logs drifted from the Mississippi, interfering with its navigation and filling up the Atchafalaya with a raft. The river showed, moreover, a disposition to cut in here, and it was deemed necessary, both in the interest of its navigation and the protection of the interior country, to close this navigable stream. An attempt was made by the State engineers some eight years later to reopen it, but they were forcibly driven from the field by the people of Iberville. A survey has since been made by the United States engineers looking to the reopening of the bayou with a lock.

With peace, the State did not return to the river-improvement works it had on hand when the war broke out. Both the levee board and the board of public works (recreated in 1868) confined themselves almost wholly to levees. The United States had fully undertaken the work of removing the snags and obstructions which had previously constituted so large an element of the work done by the State in improving the navigation of the Mississippi and its tributaries. The only river improvements in which Louisiana interested itself were at the head of the Atchafalaya, at Old River, giving the Red entrance to the Mississippi and the Red River Falls. For Old River an appropriation of $64,000 was made in 1869, but the contract became involved in litigation and another contract was subsequently made. In 1869 the improvement of the navigation of the Teche was begun with a series of dams and locks, but after the expenditure of a large sum it was abandoned *in toto*. An attempt was also made to cause a new cut-off in the Mississippi at Waterproof, but without success.

The recognition by the Federal Government about this time of the importance and duty of interior river improvement and the appropriations for the chief rivers of Louisiana, in the river and harbor bill, did away with the State work. The only State river improvement or expenditures since have been the construction of a dam across Tone's

Bayou in Red River, which work was afterwards taken up by the Federal Government, and the improvement of Old River, connecting the Mississippi, Red, and Atchafalaya. The last work undertaken by Louisiana was in 1877. Dissatisfied with what the Federal Government had done at the mouth of Red River, and in deference to the requests of the steam-boat people who found themselves cut off from the Red, Ouachita, and other streams, the legislature voted $20,000 for the improvement of navigation at Old River. The work was undertaken by the State engineers, assistance being given by the steamboats engaged in the Red River trade; and, at the expense of $7,220, the river was opened to navigation.

Since then, the State has done nothing save in the work of leveeing and draining. A considerable amount, however, has been expended by private citizens, principally by the steam-boat men, to improve the navigation of the Red at Old River and the Falls, and at Little Devil's Bar, on the Courtableau, a tributary of the Atchafalaya. This cost, however, has been mainly in labor in the use of boats and men rather than in materials, and it is somewhat difficult to estimate it exactly. It can only be done on the basis of the time consumed and men employed on the work. The expenditures from 1865 to 1887 for river improvement, other than levees, has been $168,220 for the State and $115,500 for the parishes, planters, citizens, and steam-boat men, or a total of $283,720. During the greater portion of this period, the work of river improvement, snagging the river was carried on by the United States engineers, and the State thus relieved from all except levee work.

The following table gives the amounts expended by the State or Territory of Louisiana in the improvement of its streams during the present century. It is restricted entirely to the improvements made for purposes of navigation, and includes none of the numerous works undertaken for drainage purposes, or for the protection of land from overflow or the redemption of swamp lands; and it is further restricted to the Mississippi and its immediate tributaries, which more or less affect it—the connection between the Red and "the Father of Waters," and the Atchafalaya, which plays so important a part in the improvement of the Mississippi:

Estimated work done mainly by private individuals, steam-boats, flat and keel boats, with some assistance from the planters, 1803 to 1833	$490,000
Work done mainly by State and districts under boards of public works, engineers, etc., 1833 to 1861	1,714,700
Work done by State, parishes, and private individuals, mainly steam-boat men, 1861 to 1887	287,220
Total	2,491,920

As nearly as it can be divided these expenditures were:

By State	$1,826,235
By parishes, towns, and districts	205,285
By private individuals, companies, steam-boats and others	460,400
Total	2,491,920

The five chief items in this total were:

Dredging the mouth of the Mississippi.

Dredging and improving the connection of the Red and Mississippi, and the Atchafalaya.

Removing the Plaquemines and Atchafalaya raft, a work on which the State was engaged for nearly twenty years.

Removing snags and obstructions.

It is safe to say that three-fourths of this sum went for these specific purposes.

There are no records whatever of the expenditures for river improvement previous to the American dominion, although several references are made in the history of Louisiana to work done, particularly at the mouth of the river. Judging by the experience in later years, it would be safe to put the expense of the work at the passes under the Spanish and French Governments at $200,000. Of the other improvements, such as clearing away snags, there are no records whatever.

The other two lower river States have done little in the way of river improvement as compared with Louisiana. They were both settled many years afterwards, at a time when the Government recognized its obligation in the matter of the removal of snags. The State of Mississippi co-operated to a certain extent with Louisiana in the improvement of certain streams in which they were jointly interested, notably the Mississippi and the Pearl. Some work was done in the matter of snagging, but this was mainly by private individuals, by the planters and steam-boat men. Latterly, the town of Greenville has expended large sums for the purpose of holding the river bank there, a matter of equal

importance to the town and to the maintenance of the river and the improvement of its channel. The Mississippi has been eating away the banks at Greenville for some time, destroying the front of the town. For over ten years the constant caving has destroyed the permanent value of real estate, 1,200 feet of valuable property having been swallowed up by the river. The Mississippi River Commission appropriated $37,500 to hold the bank at Greenville, regarding that as essential to the plan of river improvement it is carrying on. The appropriation was supplemented by the people of Greenville, who contributed $50,000 towards the work in the way of bonds. A survey was made and work begun in September, 1887.

The plan adopted is known as the "submerged dike" system. It was used with absolute success last year at Memphis, where a most serious caving, which menaced many large manufacturers and the Government building, was put an end to.

The base of each of these dikes consists of a stout mat woven over and under with willow trees, which are supplied by contractors from the Arkansas side. The weaving process is carried on on a floating structure known as a "mattress way," an inclined plane toward the water. As each section of the mat is completed and securely bound with iron rods and stout galvanized wire, it slides into the river and the work proceeds. These Greenville mats will vary in size. Some of them when completed will present the appearance of hugh woven rafts, 400 feet by 200 feet. They are afterwards sunk by loads of stones to form the substructure of the dikes. Cribs, also loaded with stones, will be placed on these mats, thus forming a complete dike. These dikes will project from the river-bank at intervals sufficiently close to prevent any scouring out, and rather encourage filling in.

There has been practically nothing done in the State of Arkansas in the way of river improvement beyond the construction of levees and the removal of snags and obstructions in the streams. The legislature by special acts specified and fixed the navigable streams.

EXPENDITURES OF LOWER RIVER STATES FOR RIVER AND LEVEE IMPROVEMENTS.

The following table gives the expenditure of the lower river States for river improvements, including levees and other works having the effect of improving the navigation of the Mississippi, whether so intended or not:

Louisiana:	
Levees built previous to 1862	$25,600,000.00
Levees built since 1862:	
By State and levee districts	13,745,148.57
By parishes, planters, railroads, etc	800,280.17
River improvements previous to 1803 (estimated)	400,000.00
River improvement since 1803:	
By State	1,826,235.00
By parishes	205,285.00
By private individuals, companies, etc	460,400.00
Total amount spent in river improvement, including levees	43,037,348.74
Mississippi:	
Levees built previous to 1862	14,750,000.00
Levees built since 1862:	
By levee districts	5,847,004.70
By counties, planters, railroads, etc	800,000.00
River improvement (partly estimated)	665,500.00
Total amount spent on river improvement, including levees	22,062,504.70
Arkansas:	
Levees built previous to 1862:	1,300,000.00
Levees built since 1862:	
By State, districts, counties, and municipalities	1,575,000.00
Arkansas—continued.	
By planters, railroads, and others	$375,000.00
River improvement and cleaning (partly estimated)	275,000.00
Total river improvement, including levees	3,525,000.00
Amount expended on river improvement below Memphis, in Arkansas, Mississippi, and Louisiana, including levees:	
Louisiana	43,037,348.74
Mississippi	22,062,504.70
Arkansas	3,525,000.00
Total	68,624,853.44
Amount expended by the Federal Government:	
Removal of snags and obstructions	1,628,474.88
Passes	8,476,681.00
Levees	2,562,049.00
Channel work	4,716,539.00
Total expended by Federal Government	17,383,743.88
Amount expended by the States, parishes, municipalities, etc	68,624,853.44
Grand total of expenditures on the improvement of river	86,008,597.32

THE MORE IMPORTANT RIVER TOWNS.

POINTE A LA HACHE—GRETNA—DONALDSONVILLE—BAYOU GOULA—PLAQUEMINE—BATON ROUGE—BAYOU SARA—FORT ADAMS—NATCHEZ—VIDALIA—RODNEY—VICKSBURG—MAYERSVILLE—GREENVILLE—ARKANSAS CITY—HELENA—MEMPHIS.

Give some account of the more important towns on the river.

Between Memphis and the Gulf both banks of the Mississippi are, with few exceptions here and there, densely populated. The first settlements in the lower valley were made on the river, because it afforded the best means of transportation and communication, and moreover because the soil was of the most productive character. The cultivable land stretched back from one mile to twenty from the river bank, in some places having no limit whatever. Throughout this entire stretch of the river the west bank is low alluvial land, save at Helena, where Crowley Ridge reaches the Mississippi. On the east side there are bluffs, greater or less, at Baton Rouge, Natchez, Vicksburg, Memphis, and other points.

In Louisiana, the settlements have extended up the river from New Orleans, never venturing for years after the first colonization far away from the Mississippi. In Mississippi the nucleus of the future State was laid at Natchez, and nearly its entire population was for years collected immediately around that town. In Arkansas it was the same story; the first colonists established themselves on the river, and in after years pushed inland. The river section, therefore, is the oldest portion of these States, is the most densely populated and boasted formerly, and boasts to-day, of the largest and most important towns.

In Louisiana the population on the river reaches the maximum in the State—50 to 100 to the square mile in purely agricultural districts. It is not so dense in the Yazoo-Mississippi country, and was until lately behind the average of the State there; but there has been an immense immigration in the last few years, and the population has increased with startling rapidity. The lack of levees in Arkansas has resulted in a sparser population on the river bank than in the other two States. In all these the negroes are in a large majority on the river bottoms and bluffs, in some places being ten and twelve to one white.

Between Memphis and the Gulf, stretched along the Mississippi, are a number of towns. Of these of over 2,000 population in Louisiana, 5 out of 9 are situated on the Mississippi. In Mississippi, its two largest towns, Vicksburg and Natchez, are both upon banks of the river.

While these towns are not relatively of as great importance as formerly, they still do a large business, both commercially and industrially.

The most important on this stretch of the river are Gretna, Donaldsonville, Plaquemine, Baton Rouge, and Bayou Sara, in Louisiana; Natchez, Vicksburg, and Greenville, in Mississippi, and Arkansas City and Helena, in Arkansas, besides many other smaller places. These towns do not handle as large a share of the river business as would be generally imagined. Nowhere in the world is so large a proportion of shipments made direct from the farm and plantation to market. It is this that gives the river farms such great advantages. A plantation within a couple of miles of Baton Rouge or Natches will ship or receive nothing from these cities, but send its cotton or sugar direct from its landing to New Orleans, and get its supplies from that city or Saint Louis also direct at the landing. The great bulk of the business of the Lower Mississippi is handled in this way, and comes to market direct from the farm instead of passing through any town. The "way" landings—that is, those where the boats do not land regularly, but will do so if hailed—are practically without number. Wherever a boat can land—and there are few places where this is impossible—it will do so, and take on or discharge freight. As a consequence of this condition of affairs, some of these river towns enjoy less trade than might be expected from their population.

Circulars were sent out to prominent citizens of these towns, containing queries on important commercial and industrial matters, statistics, etc. Some have not been filled up as thoroughly as might have been desired; but this is due not to any unwillingness to reply, but to the fact that in the smaller villages no statistics whatever are kept of the arrivals and departures of steam-boats or the produce received and shipped. Even in the larger cities the statistical information on these points is not always full. The following were the queries submitted:

1. What is the population of your city?
2. Of your county?
3. How many manufacturing establishments have you in your city?
4. How many in your county?
5. In what year was each established?
6. What was the amount of the product of each manufactory for the year 1886?

7. What was the value of the annual product of each for the year 1886, and the amount of capital invested?

8. What proportion of the capital invested is owned by residents of your State, county, or town?

9. Where is the bulk of the manufactures of each kind distributed for sale and consumption?

10. How much of each kind of manufacture is consumed in the State, and how much goes out of the State?

11. To what localities and by what routes transported, and approximately the percentage by each route?

12. How many operatives are employed in each manufactory?

13. What is the total amount of the annual wages paid them?

14. From what sources are the raw materials for each kind of manufacture procured?

15. What effect does the opening and close of river navigation have on your commerce and manufactures?

16. How many tons of freight, with character and approximate value thereof, were received by river from the South in 1886?

17. How many tons of freight, with character and approximate value thereof, were received by river from the North in 1886?

18. How many tons of freight, with character and approximate value thereof, were shipped South by river from your city in 1886?

19. How many tons of freight, with character and approximate value thereof, were shipped North by river from your city in 1886?

20. Please give the tonnage, character, and, if possible, the approximate value of the freight received by rail from the several points?

21. Please give the tonnage, character, and, if possible, the approximate value of freight shipped by rail from your city, showing destination of the principal portion so shipped.

22. Please state the difference between rail and water rates from your city to other points upon the river.

23. Give summer and winter rates to and from leading points upon the river.

24. Give a brief historical sketch of your city.

25. Give a brief statement of the business and development of your city in 1886, showing the amount, in tabular form, of the manufacturing, mining, building, jobbing, wholesale and retail sales, and other business.

26. From what sources do you receive your mercantile supplies other than such as are manufactured in your city, and by what routes are they received?

27. How far does your distributive trade extend, and by what routes distributed, and what other cities or towns compete with yours for this distributive trade?

28. Number of steam-boat arrivals at your town each year from 1840 to 1886, inclusive, so far as practicable, and total tonnage each year.

POINTE À LA HACHE.

The only town of any importance below New Orleans is Pointe à la Hache, seat of justice of Plaquemines Parish. Pointe à la Hache (Hatchet Point) contains a population of 600 to 800, and the parish Plaquemines of 12,0 0. It is situated 46 miles below New Orleans, on the left bank of the river, and is connected with the Crescent City only by the Mississippi, boats running daily between the two places. It lies in the center of the rice district of Plaquemines, a country inhabited by small farmers, generally white, and largely of French creole origin. It boasts of one industry, a rice mill, which cleans and hulls some 35,000 barrels of rice annually, all of which is shipped to New Orleans. The trade of the town is wholly with New Orleans and by river. Everything is received from the "Crescent City," provisions, clothing, even the lumber and bricks used in building. The stores of Pointe à la Hache do a good business retailing goods to the rice farmers of the neighborhood. There were 526 arrivals of steam-boats in 1886, besides some luggers. The time to New Orleans is but a few hours.

Pointe à la Hache is one of the earliest settlements made by the French in Louisiana. It has gradually grown up from the surrounding country, instead of springing into life as a town. Its history has been uneventful, save two or three invasions of the sea water from the Gulf, which have swept upon it from the rear. Such a flood in 1886 did some damage and materially cut short the rice crop of the neighboring farms. The trade of the town is wholly limited to a retail business with the farmers and hands of the vicinity, save in the matter of rice, which is purchased by the mill, cleaned, and shipped to New Orleans.

GRETNA.

The town of Gretna is merely a suburb of the city of New Orleans, although lying in a different parish, of which it is the seat of justice. It is situated upon the Mississippi

River, immediately opposite the upper portion of New Orleans, which is reached by two ferries. The industries of the place, consisting mainly of cotton-seed oil mills (2), cotton ginnery, moss factories (3), are included in the census among those of New Orleans, the capital being owned there, some of the operatives living there, and all the products being transferred there for sale or shipment. Gretna receives nothing save the cotton seed, and seed cotton brought there in barges, and the moss by boat or cars, all of which are included among the receipts of New Orleans. While, therefore, a town of some 3,000 people, with important industries, although practically a distinct town and the seat of justice of Jefferson Parish, it can scarcely be considered separate from New Orleans. Two railroads run through it, the Texas and Pacific and Southern Pacific, and it is in constant communication with New Orleans by a steam ferry.

DONALDSONVILLE.

1. The town of Donaldsonville contains a population of 3,500.
2. The parish of Ascension contains 18,000 people.
3. There are three saw-mills in Donaldsonville.
4. Iberville Parish is devoted mainly to the production of sugar. In addition to the factories in the town there are a number of saw-mills, cotton-gins, and 49 sugar-houses and refineries in the parish, many of them containing the largest and finest machinery in the State.

8. About 75 per cent. of the capital invested in manufactues is owned in Donaldsonville and Ascension Parish; about 90 per cent. in the State of Louisiana, there being a number of sugar planters who reside in New Orleans.

9. The products of the said mills are used mainly for home consumption. The sugar and molasses is shipped to New Orleans and thence distributed to all portions of the country, being shipped by rail, river, and ocean route, New York, Saint Louis, and Cincinnati being the main points of destination. Less than one-tenth the product is consumed in the State.

15. Donaldsonville lies at the junction of Bayou Lafourche and the Mississippi River. Both sides of Bayou Lafourche are lined with sugar plantations in a high state of cultivation for some 50 miles down towards the Gulf; beyond these are rice farms and plantations extending nearly to the Gulf. The Mississippi is navigable to Donaldsonville at all times and seasons. The Lafourche is closed to navigation six months of the year, which is very detrimental to all interests as it makes the people living on that stream dependant on the railroad.

22. The rates by rail and river to and from Donaldsonville are about equal, the water rates being determined by competition, that is, the steam-boats fix their rates to agree with those by the Texas and Pacific Railroad, making allowance for any difference in insurance.

24. The town of Donaldsonville is one of the oldest in the State, having been founded about a century ago. It was the capital of Louisiana in 1834, when the capital was removed to New Orleans and afterwards to Baton Rouge. It was partially destroyed by fire during the war and seriously set back by this catastrophe. The population of the town is mainly of creole origin, that is, of French and Spanish descent. It has been very conservative, but lately signs indicate growth and progress.

25. The mercantile business is chiefly retail. The large plantations in the vicinity of Donaldsonville get their supplies mainly from New Orleans, but the smaller farmers, particularly in the Brulés, or openings in the woods and swamps in Ascension and Assumption Parishes, make their purchases in Donaldsonville. The average annual sales are $1,000,000. There is no other business of consequence in the town.

26. Supplies are obtained chiefly by river from the West and from New Orleans.

27. The distributive trade of the town extends about 15 miles above and below along the river and in the interior. There is no competition of any consequence.

BAYOU GOULA.

1. The population of the town of Bayou Goula is about 600.
2. The population of Iberville Parish is 18,000.
3. There is but one factory in town, a lumber mill, established in 1879, but in its vicinity are a number of large sugar factories.
4. The lumber mill employs only a few hands, paid from 50 cents to $1.50 a day, and turns out 4,000 bee-hives, frames and the necessary fixtures for the same. All the capital is owned by residents of the town.

9. Of the product of the bee-hive factory 25 per cent. remains in Louisiana, the balance goes to Texas, Mississippi, and Florida, mainly to Texas. The sugar produced in the sugar-mills is shipped to New Orleans, to be thence distributed throughout the country, only 12 per cent. remaining in Louisiana.

14. The cane used in the sugar-mills comes wholly from the parish of Iberville. The lumber used in the bee-hive factory is mainly cypress lumber, obtained from the saw-mills in Plaquemine, which is only a few miles north of the town.

16. About 300 tons of freight were received by river from the south during the year 1886, mainly merchandise, grain, and fertilizers.

17. The river receipts from the north were 200 tons, consisting of flour, meal, grain, meat, hay, etc.

18. The shipments by river south were 1,000 tons, mainly of sugar and molasses, worth $70,000; shipments by river north, 150 tons of sugar and molasses, worth $7,350.

19. There were no receipts or shipments by rail during 1886.

22. The rail rates are about 25 per cent. cheaper than by river, but it is generally more convenient to ship by the latter route, as the railroad is some distance from the town, and the cost of hauling offsets this difference.

23. The rates to Saint Louis are the same summer and winter; 50 cents per dry barrel, 60 cents per barrel of molasses, and $1.50 per hogshead of sugar.

24. The town of Bayou Goula is situated in Iberville Parish, on the west bank of the Mississippi River. The Texas and Pacific Railroad runs about three-fourths of a mile back of the town. Bayou Goula has no history worth speaking about, having gradually sprung up from a plantation shipping point.

25. There have been no recent improvements in the town. The retail sales amount to about $175,000, made mainly to negroes on the neighboring plantations.

26. Supplies are received almost wholly by river from New Orleans and Saint Louis.

27. The trade of the town extends for about 10 miles around it.

28. The number of steam-boat arrivals will average about 440 each year, of a tonnage of 220,000.

PLAQUEMINE.

1. The population of the town of Plaquemine is 3,500, and of the parish (Iberville) about 2,000.

3. There are nine wood-working factories in the town, one shingle-mill, one planing-mill, and two saw-mills.

4. There are in the immediate vicinity of the town, but outside of its corporate limits, five more shingle-mills and three saw-mills, besides some eighty sugar factories. The principal industry of the town is the manufacture of lumber and lumber products. It dates from 1854 when an enterprising creole named Mayot erected a primitive saw-mill there and began turning out some 3,000 or 4,000 feet a day, used exclusively in the town. Plaquemine lies at the mouth of Bayou Plaquemines, connecting the Mississippi and the Atchafalaya. Behind it are immense forests of cypress on Bayous Des Glaires, Maringouin, Grosse Tête, Pigeon, Sorel. In 1869 the Wilbert cotton-gin was transformed into a saw-mill, producing some 10,000 feet of lumber a day. This mill was so successful that in 1876 Mr. Wilbert erected another for the manufacture of lumber and shingles, with a capacity of 40,000 feet a day. In 1882 another mill, with improved machinery, was erected. Then began the manufacture of shingles on a large scale, and the introduction of a branch of the lumber industry which to-day sends its products throughout the entire country. In 1884 the Plaquemine Lumber and Shingle Company organized, with both a saw-mill and a shingle factory. Up to 1883 the shingles and lumber of Plaquemine were entirely consumed at home; now the greater portion of them is shipped to other points. Only "heart" cypress is used in these various manufactories, both of the lumber and the shingles. Of the industries other than lumber and shingle mills, the principal is a steam cistern and tank factory, manufacturing mammoth cattle-ranch and railroad water-tanks of a capacity ranging as high as 200,000 gallons. They are made of heart cypress, and are used mainly in Northern Texas and the dry States. Attached to the Wilbert saw-mill is a sash and blind factory.

5. In 1883 2 shingle-mills were established; in 1884, 1; in 1885, 1; in 1886, 2. Of saw-mills, 1 was established in 1870, 1 in 1876, 1 in 1885, and 2 in 1886.

6. The product of the town per year is 100,000,000 shingles and 20,000,000 feet of lumber.

7. Value of shingles, at $2 per 1,000, $200,000; lumber, at $12 per 1,000 feet, $240,000. Total production of town, including other articles, $500,000; capital invested, $250,000.

8. About four-fifths of the capital is owned in Plaquemines.

9. The lumber is sold mainly in Texas. Of the shingles one half go to Texas; the other half to the States north of the Ohio, mainly Iowa, Illinois, Pennsylvania, Nebraska, and Kansas.

10. About 25 per cent. of the lumber is consumed in the State. Nearly all the shingles go out of Louisiana, and not over 5 per cent. are used there. The trade in shingles by river is increasing very rapidly to Saint Louis, Cincinnati, and Pittsburgh.

11. About 55 per cent. of the freight goes by rail (the Texas and Pacific Railroad) either north to Texas or south to New Orleans. About 45 per cent. is shipped by river to Saint Louis, Cincinnati, and Pittsburgh, by the Cincinnati and Saint Louis boats.

12. There is an average of about 50 hands in each factory.

13. The annual wages paid are $240,000.

14. The raw materials are obtained from the cypress swamps in Iberville and neighboring parishes, mainly from Iberville, in a radius of 20 miles around the town. They are floated down to the mills via Bayou Plaquemines.

15. The Mississippi in front of the town is always navigable. Low water in the upper Mississippi and in the Ohio, by stopping the boats, cuts off a portion of the Northern trade.

16. The receipts of freight by river from the South are 1,095 tons per year.

17. The receipts from the North are about the same, and consist of flour, forage, meal, and Western produce.

18. About 6,000 tons—5,000 of lumber and 1,000 of shingles—were shipped south by river in 1886; value of lumber, $25,000; shingles, $10,000.

19. The mills ship by river 40,000,000 shingles north and 4,000,000 feet of lumber.

21. They ship by rail about 40,000,000 shingles and 20,000 feet of lumber. This goes by the Texas and Pacific Railway to Texas, Kansas, Nebraska, Missouri, Iowa, and Illinois.

22. The railroad rates to Saint Louis are 25 cents per 100 pounds; by river to the same point, 12½ per 100 pounds on shingles and lumber.

23. There is no difference in rates between summer and winter.

24. The town of Plaquemine was incorporated in 1836. About ten years after, in 1846, many new buildings were erected for stores and residences, and from that time until the outbreak of the war it was a great resort for the planters who lived in the neighborhood, on the Mississippi above and below, and on Bayous Plaquemines, Jacob, and Grand River. Since 1882 the town has advanced rapidly in population and industry in consequence of the development of lumbering. Plaquemine lies in the center of the largest belt of cypress timber in the South. This timber has grown in favor for shingles, cisterns, and wherever a wood is needed that could resist rot by water, and with the use and the erection of new saw-mills, nearly all of which have been established in or around Plaquemine since 1882, it has rapidly grown, and is estimated to contain 3,500 people to-day, against 2,061 in 1880.

25. During 1886 two large saw mills were erected in Plaquemine, a steam cistern factory, a large hotel and fifty buildings, including a number of stores. The mercantile business of the town has about held its own despite two bad crops in the parish.

26. Flour, potatoes, bacon, and forage are obtained mainly from Saint Louis, but some small amounts from New Orleans, Louisville, and Cincinnati. Coffee is obtained from New Orleans. These supplies are received by the Mississippi River, the Texas and Pacific Railway, and a small amount by the Louisville, New Orleans and Texas Railroad, which runs on the other side of the river, nearly opposite the town.

27. Shingles and lumber are sold as far east as Pittsburgh and as far west as the western limits of Kansas and Nebraska, and also to El Paso, Tex. All other freight is distributed within the parish by the Texas and Pacific Railroad.

28. The steam-boats landing at Plaquemine in 1886 were 1,000, of an average tonnage per boat of 500 tons. Before the building of railroads these landings would have been 3,000 yearly.

BATON ROUGE.

1. The population of the town is about 10,000, and of the parish about 20,000.

2. The factories are as follows:

Sugar refinery	1
Saw mills	2
Ice factory	1
Cotton-seed oil factory	1
Yarn factory	1
Cotton gins	8
Grist mill	1
Blind and sash factory	1

There are several brick yards, foundry, boiler and machine shops, etc.

3. These factories were established at various times in the last forty years. The yarn factory was organized in 1881, and put into operation with several hundred looms for the manufacture of cotton yarn. The cotton-seed oil mill has a capacity to crush 25 tons of seed daily and is second in Louisiana to the New Orleans mills. The sugar refinery was

organized in 1883 with a capital of $110,000, in a handsome building six stories in height and of proportionate length and width.

8. The capital engaged in these manufactures is owned almost entirely in Baton Rouge except the cotton-seed oil mill, which was lately purchased by the American Cotton Seed Oil Trust, of New York.

9. The products are distributed generally throughout the country. Most of the product of the cotton-seed oil mill go to New Orleans for shipment, thence either abroad or to New York, Providence, and other points.

11. These products have several routes to markets, and are transferred either by way of the Mississippi River and its tributaries, or by the Texas and Pacific, Louisville, New Orleans and Texas, and the Grosse Tête, Baton Rouge, and Opelousas, or the Louisiana Central Railroad.

12. The total number of hands engaged in the various manufacturing industries of Baton Rouge is 700.

13. About $275,000 annually is paid in wages.

14. The raw materials are obtained from the neighboring country, principally from the parishes of East and West Baton Rouge. The cotton and cotton-seed used in the yarn and cotton-seed oil factories and sugar in the sugar refinery are produced in the parish or neighboring parishes. Some of the timber used by the saw mills is floated down from above, out of the Ouachita and Red Rivers, averaging about 10,000,000 feet a year. The town ships about 400,000 feet of lumber and 1,000,000 shingles annually by river and 3,000,000 feet of lumber and 1,000,000 shingles by rail. The shipments by river are increasing.

22. The rail and water rates from Baton Rouge, which were formerly in favor of the latter routes have latterly been about the same for either.

23. There is no difference in rates in summer and winter.

24. Baton Rouge is the third oldest settlement in Louisiana, and is reckoned to be about one hundred and sixty years old. Its name, which in English means "Red Stick," is said to be due either to a large cedar growing on the site of the town, or to a stick painted red, which marked the division line between the territory of two tribes of Indians. Baton Rouge was first occupied by the French in 1720. It passed in 1763 to England. In September, 1779, Galvez, then Spanish governor, marched against Baton Rouge, occupied by about 400 English, and besieged the town, which, after a brief but vigorous resistance, surrendered to him. After the purchase of Louisiana by the United States, Baton Rouge, which was then a part of West Florida, remained in possession of the Spanish. In September, 1810, the American settlers in the neighboring parishes rose, attacked and captured Baton Rouge, and established the republic of West Florida. A few months afterwards it was formally annexed to the United States.

The town was incorporated in 1820, and progressed steadily, becoming the State capital in 1847. During the war it was occupied alternately by the Federals and Confederates, and on August 5 was the scene of a short but severe battle between the forces of Generals Williams and Breckinridge. The State-house was burned in December, 1862, while used by the United States troops as a prison, and the seat of government was transferred to New Orleans, where it remained until 1880, when it returned to Baton Rouge. It contains the State-house, blind asylum, deaf and dumb asylum, agricultural and mechanical college, penitentiary, and other public buildings, all of them handsome structures.

25. There was no increase during 1886 in manufactures, but the city has had a slow but steady and marked increase in buildings, population, and general commercial business.

26. Supplies are received by the Mississippi River, Texas and Pacific Railroad, a branch of which runs to Port Allen (on the other side of the river, with which connection is made by ferry), the Louisville, New Orleans and Texas, and the Louisiana Central, or Grosse Tête, Opelousas and Baton Rouge Railroad.

27. No other city competes with Baton Rouge in the circumscribed area, which affords all its trade to the town, by the routes already mentioned, and extending over a radius of about 40 miles. It commands not only almost the entire trade of the parish of East Baton Rouge and that of Livingston, east of it, but a portion of East and West Feliciana, Iberville, and Ascension, and that of West Baton Rouge, on the opposite side of the river.

28. Nearly all the passing boats stop at Baton Rouge and the landings are about 1,800 a year.

BAYOU SARA.

1. Bayou Sara has a population of about 1,200. With the town of Saint Francisville, the population of these twin cities, which are nearer and more closely connected than Minneapolis and St. Paul, is over 2,000. Bayou Sara lies immediately on the river

bank, protected by a levee, and is the commercial town. Above, on the bluff, is Saint Francisville, which is the seat of justice of the parish.

2. The parish of West Feliciana has a population of about 14,000.

3. Bayou Sara has extensive lumber interests. Its annual output is put down at 1,000,000 feet and 600,000 shingles, for which a ready market is found.

15. Bayou Sara is one of the most important river towns. It is at the head of what is known as "the Lower Coast," a number of packets running between it and New Orleans; it is the transfer point for freight for the Red, Ouachita, and other tributary streams, the mouth of the Red being a few miles above; it is the terminus of the West Feliciana Railroad, running 26 miles into the interior to Woodville, and which, being without any other connection, brings its freight to Bayou Sara for shipment to market and carries back supplies to the farmers; and it is the landing-place of the Ohio River coal fleet, the point from which the coal in barges is distributed to all the surrounding country. These several facts unite to make it a commercial center of greater importance than its size or population would seem to indicate. The arrivals and departures are more numerous than at any other town between New Orleans and Vicksburg.

The West Feliciana Railroad, which runs from Bayou Sara to Woodville, is an old road that has been in existence forty-five years. It is wholly without other railroad connections, and is tributary to the Mississippi. It has brought to Bayou Sara in the last four years 55,564 bales of cotton, received from West Feliciana Parish, Louisiana, and Wilkinson County, Mississippi. This is an average of 13,891 bales received by rail each year. There are received by other routes—mainly by wagon from the surrounding country—13,000 bales, making the total shipment of cotton by river from Bayou Sara 26,891 bales annually, being more than any other town between New Orleans and Vicksburg. Similarly it receives supplies for Wilkinson County and the parish of West Feliciana from the New Orleans, Saint Louis, and Cincinnati boats. The most important receipts are 9,750 barrels of flour; 40,000 barrels of cornmeal; 500 barrels of grits; 300 barrels of rice; 600 barrels of molasses; 900 barrels of sugar; 650 barrels of liquor; 600 barrels of coal oil; 1,250 sacks of coffee; 25,000 sacks of corn; 21,000 sacks of oats; 1,700 rolls of bagging; 3,000 bundles of cotton ties; 7,500 barrels of pork; 1,300 sacks of bran; 200 sacks of salt, and 30,000 miscellaneous packages.

The coal fleet intended for the Red and other rivers tributary to it and for the upper coast anchors here. The sales of coal from Bayou Sara amount to 7,500 tons annually, and of ice, from the ice barges, 800 to 1,000 tons. The wharf-boat, at which all the steamers land, does a large transfer business for Red River, the Atchafalaya, Black, and Ouachita Rivers and Bayou Teche. The Saint Louis and Cincinnati boats deposit at the Bayou Sara wharf-boat such articles as are destined for these streams, which are carried up by the Red River and other packets. Of this transfer trade from the North, seven-eighths is from Saint Louis and one-eighth from Cincinnati.

Besides the upper coast packets plying between New Orleans and Bayou Sara, all the Vicksburg, Saint Louis, and Cincinnati boats stop on their trips. There is also a line of mail-boats running between Bayou Sara and Natchez.

24. Bayou Sara dates back to the days of Spanish rule. It received a great impetus from the construction of the West Feliciana Railroad in 1842, and became from that time forward an important point on the river. The town was not incorporated, however, until 1850. Its history has been generally uneventful since then.

25. Bayou Sara controls the trade of West Feliciana, and of a great portion of Wilkinson County, Miss.; it also does some business with Pointe Coupée opposite. In addition, as already noted, it enjoys a business in certain lines with all the upper coast, and some transfer business as the shipping point lying nearest to the mouth of Red River.

FORT ADAMS.

1. The population of the town is 200, of the county (Wilkinson) about 10,000.

2. There are no manufacturing establishments in Fort Adams.

15. Fort Adams is dependent wholly on the river for its freights, as that is the only route by which it can procure goods, and the closing of the river has a very depressing effect on business.

16. All freight goes by river, and includes all classes of goods. The shipments are about $300,000 annually. The shipments south are principally cotton, about 4,000 bales for 1886, but the average shipments are 5,000 bales.

19. Very little is shipped North, nothing but some hides, furs, etc. There are prospects of other shipments North in the early future, as other markets are opening up trade with the cotton buyers in turn.

22. The town is wholly dependent on water transportation, having no railroad nearer than 36 miles.

23. The summer and winter rates from Saint Louis are: Pork, 75 cents; by barrels, 50 cents; grain, wheat, and hay, 25 cents per 100 pounds; groceries, 60 cents per 100

pounds. From New Orleans, pork, 40 cents; grain, 25 cents per sack; sugar, 40 cents per barrel; meal and flour, 30 cents per barrel.

24. Fort Adams is quite an old town. It has its name from Jackson's war in 1812, when he built here a fort of brick, most of which is still standing. Before the late war it was quite an important business center, but since that time the river has been leaving the town by the formation of a large bar in front of it, and the town has grown very little in size. With the improvement of the river here, it would increase in business and population.

25. There are eight business houses. There is no wholesale trade; it is altogether retail, amounting to some $80,000 or more a year. There is iron ore in the hills around the town, but it has not yet been opened up.

26. The supplies consumed in the town come principally from Saint Louis in the grocery line, and from New Orleans for dry goods and shoes. Some trade of all kind is done with Natchez and Bayou Sara, both about 50 miles distant, north and south.

27. Natchez competes with Fort Adams, and the trade of the latter town is restricted to a region of some 10 or 15 miles around it.

28. Before the war Fort Adams was the terminus of several packet lines. Since the war the boats have always done well here. The steam-boat arrivals this year have greatly fallen off in consequence of the opposition of the railroads at competing points.

NATCHEZ.

1. Population of the town about 10,000.

2. Population of the county between 18,000 and 20,000.

3. There are nineteen important manufacturing establishments in Natchez. The Natchez cotton mill is one of the largest and most prosperous in the South, manufacturing cotton yarn, cloth, and batting. It has 300 looms, 10,000 spindles, and 300 hands, paying wages of $48,000 annually, and consuming from 3,000 to 4,800 bales of cotton. Among the goods manufactured by it are sheetings, shirtings, drill, and brown cotton. The total output is 5,000,000 yards.

The Rosalie cotton mills manufacturing the same class of goods, consume annually 3,000 bales of cotton and pay out $36,000 in wages.

Two cotton-seed oil mills, the Carpenter Dick Company (Lee oil works), and the Adams Manufacturing Company are engaged in the manufacture of cotton-seed oil. Their daily crushing capacity is, Lee oil works, 45 tons of seed; Adams company, 40 tons of seed. Both of the mills are under the control of the American Cotton Seed Oil Trust. Each employs some 75 men; 2 iron and brass foundries, one of them a very extensive institution; the Natchez Cotton Company erected last year, at a cost of $75,000, and compressing 15,000 more bales of cotton this year than last, 2 cotton gins of large capacity, using steam power and employing many hands each; a batting mill, where the lint from the cotton seed is manufactured into cotton batting; 2 large lumber mills; an ice factory with a capacity of turning out 18 tons of ice every twenty-four hours; 2 mineral-water bottling establishments with a capacity each of 180 dozen bottles; a meal mill in connection with one of the cotton gins, and which does all the local grinding; a beer-bottling institution of large capacity.

5. Nearly all of these factories have been established since 1870. The Natchez cotton-mills were erected in 1877; the Rosalie mills in 1880; the Lee oil-mills in 1876.

6. The Natchez cotton-mills manufactured in 1886 5,000,000 yards of cotton cloth, and the Rosalie mills 3,600,000 yards of stripes and other miscellaneous cotton goods.

7. All of the capital invested in these mills is owned in Natchez. The two cotton-seed-oil mills were established by Natchez capital, but they now belong to the American Cotton-seed Oil Trust of New York.

9. The bulk of the goods manufactured in the mills is distributed in the North and West. This is so of the products of the cotton-mills. The oil cake and meal produced by the cotton-seed-oil mills are shipped to New Orleans for export.

11. The oil cake and meal goes to New Orleans, partly by river and partly by the Natchez, Jackson and Columbus Railroad and the Louisville, New Orleans and Texas.

13. The total amount of annual wages paid is $360,000.

14. The raw materials consumed in the mills came from the surrounding country; largely from Adams County. The Natchez, Jackson and Columbus Railroad, however, brings cotton, cotton-seed, and other products from counties along the line of the road between Natchez and Jackson.

15. River navigation is never closed.

16. The receipts of freight by the river from North and South include, from the South, coffee, sugar, rice, coal, oil, cotton ties, and some supplies; from the North, coal in barges, and provisions of all kinds. The receipts in tons were, from North, 16,300; from South, 10,200; shipments to North, 7,250, to South, 12,100. The shipments were

mainly of cotton, cotton-seed oil and products, and a small proportion of the manufactures of the Natchez mills.

Steamers in local trade.

Steamer.	Running to—	No. trips.	Tons carried.
Prince	Bayou Sara, La	121	5,000
Courier	Bayou Sara, La	30	
Charles D. Shaw	Saint Joseph, La	84	12,123
Carneal Goldman	Vicksburg, Miss	152	
Total		397	17,123

Steamers in Vicksburg and New Orleans trade.

Steamer.	Running from New Orleans to—	No. trips.
Ed. Richardson	Vicksburg	6
I. M. White	do	12
Natchez	do	11
T. P. Leathers	do	41
Pargaud	do	45
Total		115

22. *Rates of freight on heavy goods to New Orleans by river (distance 270 miles).*

Oil cake and meal	per long ton	$2.55
Cotton-seed oil	per barrel	.40
Cotton:		
Compressed	per bale	.40 to .50
Uncompressed	do	.65

Rates of freight on heavy goods to New Orleans by rail (distance 215 miles).

Oil cake and meal	per long ton	$2.25
Cotton-seed oil	per barrel	.50
Cotton:		
Compressed	per 100 pounds	.13
Uncompressed	per bale	.75

Rates of freight to interior points (no river competition).

To Fayetteville, Miss. (26 miles):		
Meal and flour	per barrel	$0.40
Heavy pound-freight	per 100 pounds	.20
To Utica, Miss. (74 miles):		
Meal and flour	per barrel	.50
Other heavy freight	per 100 pounds	1.00

Natchez was formerly wholly a river town, doing all of its business by river. Now three-fourths of it is handled by rail. The Natchez, Jackson and Columbus, as yet its only railroad, transported in 1886 42,650 passengers. It brought to Natchez 41,090 bales of cotton, and forwarded east 5,717 bales. It carried 4,059 tons of cotton-seed, 1,037 tons of cotton-seed oil, and 1,071 tons of domestics, and including lumber and machinery handled during 1886 50,000 tons of freight.

24. The city of Natchez is the oldest on the Mississippi, antedating New Orleans by some years. The site was selected by Bienville himself in 1700, when Fort Rosalie was erected here. In 1722 settlers were brought there from New Orleans. The French garrison, however, were on bad terms with the Indians, and in 1729 occurred the Fort Rosalie massacre, in which nearly all of the inhabitants were slain. The French revenged themselves by the extermination of the Natchez tribe, from which the city is named. The town continued to be a French military post until 1763, when it passed into the hands of the English, when the name was changed from Fort Rosalie to Fort

Panmure. In 1779 it was taken possession of by Spain as a part of Florida and held until 1797, when a rectification of the line between the United States and the Spanish colonies threw it into the former country. In 1798 Mississippi was organized as a Territory, with Natchez as its capital; indeed nearly the entire population of the Territory was congregated in the immediate vicinity of Natchez. From that period Natchez enjoyed great prosperity, and was one of the most important commercial centers in the Southwest. It carried on an immense wagon trade with the interior, and the entire country east of Pearl River and north of Claiborne and Copiah Counties to the Louisiana line was tributary to it. The first steamer was built to run on the Mississippi between Natchez and New Orleans. A branch of the United States Bank was established in Natchez, and a State bank, the Bank of Mississippi, was also established there in 1809. The first forty years of the present century were the most prosperous in the history of the town, which had the reputation of being as enterprising and progressive as any town in the country. Fortunes were made there rapidly, and some of the leading merchants in Philadelphia, Saint Louis, New Orleans, and even Liverpool, received their commercial education there.

A cotton compress was built as early as 1838, only six years after the first compress in New Orleans. Sailing vessels of good size, instead of getting their cargoes at New Orleans, frequently ascended the river as high as Natchez, and were loaded there with cotton for England and the Eastern cities. About this time, too, the first cotton-seed-oil mill ever erected was built at Natchez, but it did not prove a success, and the manufacture of cotton-seed oil was postponed for some years. In 1836 the people of Natchez began the construction of a railroad to Jackson, and had completed 35 miles of it when the financial crash of 1837 interrupted work. The crash of 1837 and the great tornado of 1840 set Natchez back, and it was a long time in recovering from these disasters. The planters in the neighboring country had formed business connections in other cities, and the plantation business of Natchez was reduced to a minimum. It became, however, a place of residence for many of the planters of Southern Mississippi, but lost its commercial importance. The construction of the Natchez, Jackson and Columbus Railroad, built wholly with home capital, gave the first new impulse to a spirit of enterprise, which resulted in the erection of two large cotton mills, two mills for the manufacture of cotton-seed oil, two founderies, a cotton compress, an elevator from the river to the top of the high bluff on which the city stands, and a number of minor manufacturing establishments.

22. Rates by river and rail fluctuate. When the river is low, freight by it advances, and the railroad rates also advance. For cotton-seed oil and similar products the rates by river are slightly less than by rail, to offset the cost of insurance. The railroad during the present year has offered exceptionally low rates, equal on through cotton, to barely 35 cents a bale, a very low rate, as it has to be transferred, going from Natchez to Jackson or Harriston, and being there transferred to the Illinois Central or Louisville, New Orleans and Texas Railroad.

26. Mercantile supplies are obtained by rail over the Natchez, Jackson, and Columbus Railroad, and by the Mississippi, both from the North and South. There are two boats weekly for Saint Louis and two for Cincinnati. There are two lines which ply between New Orleans and Natchez, and two local lines, the Natchez and Vicksburg and the Natchez and Bayou Sara Packet Companies. The Natchez, Jackson and Columbus Railroad extends a distance of 99 miles to Jackson. On the opposite side of the river at Vidalia is the Natchez, Red River and Texas Railway, which has proved valuable to Natchez by opening up the Louisiana country west of it.

26. Supplies are received from New Orleans, Vicksburg, Memphis, Saint Louis, and Cincinnati. A large amount of coal is brought to Natchez from Pittsburgh, the surrounding country being supplied from it as a coaling center.

27. The trade of Natchez extends to the mouth of Red River in the south, 70 miles to the north, and 75 miles east. In this territory it meets with some competition from New Orleans, Vicksburg, and other river cities, Vicksburg being its most important rival. Natchez also does some business on Bayous Maçon and Tensas, over the Natchez and Texas Railroad, running from Vidalia opposite to the Tensas.

VIDALIA.

1. The town of Vidalia is the parish seat of Concordia Parish, and is on the west bank of the river, immediately opposite Natchez. It has a population of 700 and the parish of 18,000. There are no manufacturing establishments in the town.

15. The Mississippi River affords cheap and easy communication with both Saint Louis and New Orleans. When it is closed above the town receives its freight by rail

through Natchez, by the Natchez, Jackson and Columbus Railroad and the Louisville, New Orleans and Texas, or Illinois Central.

16. The freight from the south consists of bagging, ties, sugar, coffee, and molasses, averaging 250 tons per year, worth $50,000.

17. From the north are received by river all the staple and fancy groceries, dry goods, notions, and hardware, about 750 tons.

18. The shipments south by river during 1886 were 1,950 bales of cotton and 29,250 sacks, or 1,462½ tons, of cotton seed, making a total of 1,950 tons, worth $102,000.

22. The rail route is much more expensive than by river, as the freight has to be ferried across to Natchez, thence shipped by the Natchez, Jackson and Columbus, and transferred to some other road.

23. The summer rates by river are, on meat, 35; flour, 35; corn and oats, 17½ cents per 100 pounds from Saint Louis. In winter they are the same, unless the river is frozen above, when they are from 15 to 20 cents higher on barrels, and 10 to 12½ cents on corn and oats.

24. The town of Vidalia has been built up gradually and slowly since the war, from furnishing advances to the negro planters working places on shares in the neighborhood, and also largely on account of its being the parish seat of justice.

25. The amount of business done each year is $100,000. There are no improvements going on, but a falling off in trade and general depression in business.

26. Supplies are received by boat mainly from Saint Louis, New Orleans, Chicago, and Cincinnati. They come by rail via Natchez when the river is frozen.

27. Natchez, which is immediately opposite, competes with Vidalia, and seriously affects its business. There is no front trade on the river, that being monopolized by Natchez; but for 25 miles back, both up and down, Vidalia enjoys some business. A railroad, the Natchez, Red River, and Texas, runs back from the town a distance of 16 miles, giving it communication and business with the settlements on Black and other rivers.

28. The steam-boat arrivals during the last ten years have averaged between 250 and 350 per year, most of them heavily laden for points below.

RODNEY.

1. Rodney is situated in Jefferson County, Miss., about midway between Natchez and Vicksburg.

2. The town has a population of about 500; the county, Jefferson, of 20,000.

3. The chief manufacturing establishments are a cotton-seed-oil mill, the Rodney oil-mills, a cotton-gin, and a saw-mill. The cotton-seed-oil mill was erected in 1884 and has a capacity of crushing 12 tons of seed to day.

4. The value of the product was $9,500 in 1884, $12,000 in 1885, and $15,000 in 1886. All the capital is owned in the town. The bulk of the product, oil, cotton-seed meal, etc., is shipped to New Orleans for export. The product of the saw-mill is mainly for home consumption, but of that of the oil-mills only one-twentieth is used at home or in the vicinity, the remainder being shipped to New Orleans.

11. The products are all sent by boat, Rodney being without any railroad connections whatever, and go south to New Orleans.

12. The oil-mills have twenty-five operatives and pay $7,000 in wages per year. The material used, cotton seed, comes altogether from the country immediately around Rodney.

15. The river is never closed at Rodney.

22. The rates by river to New Orleans and by rail via Vicksburg are about the same. All the products, however, go by river, as the other route is longer and slower. The rates are the same summer and winter.

24. Rodney is a quiet little town, formerly directly on the river; but a change in the course of the latter has left it inland, and it is now 3 miles to Shipping Point, from which all freight is sent and received. This change has been made by the formation here of a bar in the river twenty years ago. Rodney was formerly a much more important place in the river commerce than it is to-day, and had its regular line of packets to New Orleans. It is to-day dependent upon the Vicksburg and New Orleans packets, which land regularly, and the Saint Louis boats, from which a large portion of the supplies needed are received.

25. The retail business of the town amounts to about $200,000 per year. Its distributive trade extends in a radius of 12 to 15 miles through the country.

26. The steam-boat arrivals now number 468 a year, about one-half what they were in former years,

VICKSBURG.

1. Vicksburg has a population to-day of 18,500. The city census last year showed a population of 15,347 within the city limits, and 2,100 in the suburbs, making a total of 17,487, against 11,813 in 1880. Most of the gain has been within the last few years.

2. Vicksburg has 3 saw and planing-mills, 1 carriage and wagon factory, 1 spoke factory, 3 factories for making sashes, doors, and blinds, 2 oil mills, 2 soda and mineral water factories, 3 foundries, 2 copper, tin, and sheet-iron workers and manufacturers, 1 boiler-maker, 1 electric light establishment, 1 ice factory, 1 meal mill, gas-works, brick-yards, marble yards, and the main shops of the Louisville, New Orleans and Texas Railway, employing in all about 1,100 skilled laborers. All these industries are making money. The meal mill has a capacity of 400 barrels a day. The spoke factory deals in Alabama, Mississippi, Louisiana, and Texas.

The saw-mills find a market all over the South, and the sash, door, and blind factories fill orders in the heart of New Orleans.

The principal manufacturing enterprises are the Refuge Oil Mill, lying just south of the city; the Spingler Saw-mill and Sash and Blind Factory, using timber from the surrounding country; the Florence Ice Company, the largest in the State; the Mattingly Roller Mills, established in 1886; the Hill City Mineral Water Factory; the electric light company.

8. Nearly all the capital engaged in these several manufacturing enterprises is owned in Vicksburg. The gas company is controlled by Philadelphians.

9. The manufactures of the cotton-seed oil mill are sent mainly to New Orleans for export; most of the other manufactures are consumed in the State or neighborhood.

14. The raw materials are obtained from the neighboring country. Large quantities of cotton seed are brought down the Yazoo, Sunflower, and other tributaries for the cotton-seed oil mill.

Receipts by river for 1886.

Apples, onions, and potatoes	barrels	1,734	Meat	boxes	10,18
Beer	casks	376	Meal and grits	barrels	26,186
Bran	sacks	4,242	Molasses	do	267
Coffee	do	534	Oats	sacks	16,861
Corn	do	19,397	Oil	barrels	699
Crushed feed	do	1,005	Pork	do	3,638
Cement	barrels	845	Rice	do	149
Flour	do	11,080	Salt	sacks	2,474
Hay	quarter bales	5,039	Sugar	hogsheads	12
Lard	tierces	230	Do	barrels	1,142
Liquor	barrels	275	Sundry packages and bales		93,914
Lime	do	2,007			
Lumber	pieces	43,543	Tons of freight received by river		10,538

Of this the coffee, cement, lumber, molasses, rice, salt, and sugar came from the South, from New Orleans, the other products mainly from the North and Saint Louis.

	Tons.
Received from South (estimated)	5,390
Received from North	5,148

The following are the principal lines of steam-boats running to Vicksburg: Saint Louis and Vicksburg Anchor Line, including six large boats, making tri-weekly trips; Vicksburg and Greenville Packet Company, including one boat, making tri-weekly trips, and carrying the mail between Vicksburg and Greenville; Merchants and Planters' Line to Skipworth, 90 miles north of Vicksburg, semi-weekly; Vicksburg and Natchez Packet Line, running tri-weekly to Natchez and intervening points with the mail; Vicksburg and Davis Bend Line, semi-weekly with mail; New Orleans, Vicksburg and Bend Line, with five steamers, each making a weekly trip to Vicksburg; New Orleans and Ohio River Line; Southern Transportation Company of Cincinnati, all of whose vessels stop at Vicksburg; the Sunflower River boat, *Headlight*, making weekly trips up the Sunflower River; the Parisat line, making weekly trips up the Yazoo River; the Mulholland Line, running a steamer tri-weekly up the Yazoo.

Steamers in local trade.

Steamer.	Running to—	No. trips.
Issaquena	Greenville	120
Carneal Goldman	Natchez	156
L. H. Sargent	Davis Bend	104
Parisat Line	Yazoo River	96
Mulholland Line	do	50
Cumberland	Upper Bends	104
Jimmie B	Transient	
Headlight	Sunflower	52
Alice	Ferry to Delta	1,426
Harry	Transient	
Ed Richardson	New Orleans	6
J. M. White	do	12
Natchez	do	11
T. P. Leathers	do	41
Pargaud	do	45
City of Cairo	Saint Louis	
City of Vicksburg	do	
City of Providence	do	
Arkansas City	do	
Belle of Memphis	do	
Will S. Hays	do	

The principal commercial business of the town is the handling of cotton, large quantities of which come to Vicksburg from the Yazoo River and by the railroads. During the season of 1884–'85 the gross receipts of cotton were 198,625 bales, and net receipts 40,991 bales. During the season 1885–'86 they were 220,274 bales gross, 51,221 bales net. These are for the cotton seasons, September 1 to August 31. For the last year, January 1 to December 31, 1886, the cotton trade, receipts and shipments, of Vicksburg was as follows:

Receipts during 1886.

	For the city.	For reshipment.
	Bales.	*Bales.*
Mississippi River	4,489	16,320
Yazoo River	7,856	40,614
Vicksburg and Meridian and Louisville, New Orleans and Texas Railroads	20,695	
Vicksburg, Shreveport and Pacific Railroad		127,125
Estimated wagons, etc	13,000	
Total	46,040	184,059

	Bales.
Receipts of cotton:	
By rail	147,820
By river	69,399
Shipments from city:	
By rail	*39,769
By river	*8,396

Cotton receipts at Vicksburg from September 1, 1886, *to July* 9, 1887.

From—	City.	Reshipping.
Yazoo and Sunflower Rivers, etc	8,211	30,557
Mississippi River	4,619	12,474
Louisville, New Orleans and Texas and Vicksburg and Meridian Railroads (about)	20,443	
Vicksburg, Shreveport and Pacific Railroad (brought over from Delta)		110,000
Wagons and other sources (estimated)	13,000	
Total	46,273	153,031

"City" includes cotton stored in presses for sale.
"Reshipping" includes cotton passing through which is reshipped.

	Tons.
Shipments of cotton from Vicksburg presses this season:	
Rail	37,292
River	8,252

*This includes only the Vicksburg, that is, the cotton pressed and handled there, not that passing through the town.

Until within the last few years the bulk of Vicksburg's business was done by the river, and it was the most important river point between New Orleans and Memphis. The trade of the town in 1879 was estimated as follows:

Shipments (mainly cotton and cotton seed)	$9, 250, 000
Receipts (supplies, etc.)	2, 250, 000
Total	11, 500, 000

The building of the railroads, and particularly the Louisville, New Orleans and Texas, has diverted a considerable portion of the trade from the river, but the latter is still important and the number of arriving and departing steam-boats is 925 a year.

Several years ago a number of prominent capitalists of Vicksburg obtained a charter from the legislature of Mississippi and under it organized the Vicksburg Wharf and Land Company, which secured all the land below Vicksburg upon the river, giving it a front of over a mile and a half and controlling what is known as the lower landing. Here the various boats plying the river trade land, and here the transfer is made across the river by the Vicksburg and Meridian and by the Vicksburg, Shreveport and Pacific Railroads.

24. Vicksburg was settled in 1836 and incorporated in 1840. It was a prosperous river town long before the civil war, the home of many of the wealthiest planters in the South. Early in the struggle the importance of Vicksburg as a strategic point was recognized by both sides. The fall of New Orleans in 1862 gave the Federals virtual possession of the Mississippi River up to Vicksburg, down to which operations had also cleared the way from above. On the 18th of May a portion of Farragut's fleet, under Capt. S. P. Lee, appeared before the city and demanded its surrender, which was promptly refused. Every effort was made by the Confederacy to retain a strong force here. Ten thousand troops garrisoned Vicksburg at this period. On the 28th of May General Williams, who had occupied the opposite side of the river, attempted, by means of a dug canal, to leave the city high and dry, but the uncertain stream declined to desert the city, and the scheme was a failure.

After a vain bombardment, on the 28th of June, Farragut's fleet was compelled by falling water to descend to New Orleans. General Sherman's operations from the Yazoo quarter were equally fruitless. Grant's attack on the 19th of May, 1863, was repulsed, but he invested the city with a force of 70,000 men, while the fleet co-operated from the river.

On the 3d of July, of the same year, after enduring for forty-seven days and nights the horrors of bombardment, and menaced by the pangs of hunger, Vicksburg, through General Pemberton, in command of the town, was allowed honorable terms of capitulation.

In 1866 the town suffered severely from a disastrous fire, which destroyed a vast amount of property.

In 1876 the Mississippi River cut through the Louisiana peninsula opposite the town, just below the place at which General Grant attempted to dig his canal, rendering the town inaccessible to steamers except in high water, and it seemed certain that its rich river commerce would be destroyed. A great depression fell on the town. Values were greatly depreciated; real estate fell off to one-fourth its value, and large houses in business centers which had formerly brought $150 to $200 a month were rented at $15 to $20 a month, or in many instances were left tenantless. A forest of willows grew up in the former bed of the river in front of the town. The population fell off from about 15,000 in 1876 to 11,814 in 1880.

The first symptoms of reviving confidence was when Congress made an appropriation for the revetment of the stump of the peninsula to check the river, which had been steadily cutting it away and receding from the town. This was successfully done by the United States engineers, and the harbor is now fixed at the southern limits of the town.

A large sum has been appropriated by Congress for the improvement of the harbor of Vicksburg and also for diking above Delta. There was another large appropriation for the harbor of the town in the late river and harbor bill that was lost. It is estimated that a canal from the present current in the river to the town could be obtained at a total cost of $300,000, which would greatly improve and increase the river facilities of Vicksburg.

In 1883 the Louisville, New Orleans and Texas Railway was built, passing through the heart of the Yazoo Delta and restoring to Vicksburg much of her lost trade. Since then the town has been steadily advancing.

Real estate has nearly recovered its former value and is steadily advancing, mills and other industries have been successfully started and cotton receipts have increased 25 per cent.

Within the past year new buildings have gone up as fast as carpenters could be employed; two new banks have been opened; the streets have been paved or graveled; a street railroad has been built; the main shops of the Louisville, New Orleans and Texas Railway have been located here, which will add 500 skilled laborers to the population; a $10,000 race-course and fair-grounds has been constructed; the city has been lighted by electricity.

The railroad connections of the town consist of the Louisville, New Orleans and Texas or Mississippi Valley route; the Vicksburg and Meridian Railroad, a connection of the Cincinnati, New Orleans and Texas Pacific system; and the Vicksburg, Shreveport and Texas Pacific Railroad, running from Delta, immediately opposite, to Shreveport.

A large amount of business crosses the river by rail at this point. The following table gives the number of passengers and the tons of freight ferried across the Mississippi at this point:

Vicksburg and Delta transfer.—Statement of freight and passengers transferred between Vicksburg and Delta and Vicksburg and Meridian, and Vicksburg, Shreveport and Pacific Railroads in 1886:

Months.	Number of passengers carried.		Tons of freight transferred.	
	East.	West.	East.	West.
January	842	1,200	4,369	2,684
February	801	813	4,002	3,383
March	753	896	1,618	2,966
April	523	577	1,468	6,195
May	*420	*461	*267	*1,278
June	655	632	1,084	1,710
July	811	758	556	3,779
August	852	713	1,128	3,719
September	825	846	1,505	3,600
October	914	882	5,391	4,693
November	1,086	1,019	6,344	4,331
December	1,111	1,374	9,130	4,762
Total	9,593	10,173	36,862	43,100

*Low lands in Louisiana overflowed.

The advent of the Louisville, New Orleans and Texas Railroad has done wonders for the city, enlarging the area over which its business extends, expediting transportation north and south, and practically counterbalancing the decrease of river facilities. Here is a statement of the growth of the city:

Population in—

1850	2,678
1860	4,591
1870	12,443
1880	11,000
1887 (estimated)	18,500

Assessment of city property, real and personal—

1885	$3,150,000
1886	3,500,000
1887	3,750,000

Capital invested, as shown by privilege licenses, between $3,000,000 and $4,000,000.

MAYERSVILLE.

1. The town of Mayersville is in Issaquena County, Mississippi. It has a population of 400, and the county of 10,000.

3. There are no manufacturing establishments in the town, which is altogether commercial, the shipping point for the large cotton crop of the neighborhood.

15. When the upper river is closed and boats can not reach Mayersville from Saint Louis and Cincinnati, supplies are sent by rail from these cities to Vicksburg, and shipped up stream from that point by the local or New Orleans packets.

23. The rates from Saint Louis are: dry barrels, 50 and 60 cents; pork, 75 and 90 cents; meat, 25 and 30 cents.

24. Mayersville was a portion of a cotton plantation in 1870, when it was purchased by D. Mayer, after whom the town was named, laid out and incorporated. It has 2

white churches, 12 stores, the court-house and buildings for the county officers, being the seat of justice in Issaquena.

25. The amount of sales in 1886 approximated $100,000.

26. Supplies are received altogether by the river, as the town is without railroad connections. From Saint Louis they come mainly by the Anchor line; from New Orleans by the Pool line; and from Vicksburg by the local packets running between that town and Greenville.

27. The distributive trade of Mayersville is confined wholly to a portion of Issaquena. At a short distance both above and below, Greenville and Vicksburg compete.

GREENVILLE.

1. Greenville, the metropolis of Washington County, contains a population of 5,000.

2. Washington County has a population of 40,000.

3. It contains 2 cotton-seed-oil mills, 1 cotton compress, 2 saw-mills and lumber factories, 2 steam brick factories, 1 carriage and wagon factory, 2 iron founderies, 1 cotton-gin and grist-mill, one planing and lumber-dressing mill, and the shops of the Mississippi division of the Georgia Pacific Railroad.

4. There are no other factories in the county besides those in Greenville, except a few saw-mills.

6. All the mills are in active operation. The cotton-seed-oil mill has a capacity of 120 tons of cotton-seed per day. The cotton compress has a capacity of 50,000 bales per year.

7. The amount of capital invested in these manufactures is about $350,000. About one-half of it is owned in the State. The cotton-seed-oil mills are owned by the American Cotton-Seed Oil Trust of New York.

9. With the exception of the oil mills all of the products are for local sale and consumption. The oil is exported mainly via New Orleans.

11. The products of the oil mill are shipped largely by the Louisville, New Orleans and Texas Railroad. Of the cotton compressed in the Greenville press about 4,000 bales go to New Orleans via the Louisville, New Orleans and Texas Railroad and 10,000 via the New Orleans, Greenville and Bend packets.

12. The number of operatives employed in the various factories is 350.

13. The total amount of wages paid annually is $125,000.

14. The raw materials used in the mills are obtained altogether from the country immediately adjacent to Greenville and mainly from Washington County.

15. When the river navigation is bad it enhances the rate of freight, but the changes are very small from one season to another.

17. The freight from the North is mainly meat, breadstuffs, and general merchandise, about equally divided between the railroads and boats.

18. About 10,000 bales of cotton were shipped south by river in 1886, of a value of about $450,000.

19. About 30,000 bales of cotton were shipped north by river, and cotton-seed oil, of the value of $1,500,000.

21. The largest item shipped from Greenville by rail is cotton to the Eastern mills. About 15,000 bales, of the value of $700,000, are thus shipped.

22. The rates by rail and river are about the same.

23. The rates by river are as follows:

		Cents.
Cotton to Cincinnati	per 100 pounds	11
Cotton to New Orleans	do	13
Grain and provisions from Saint Louis	do	20
Grain and provisions from Memphis	do	17½

24. The town of Greenville was laid out in 1868 in the Blantonia plantation. It was incorporated in 1870, and increased rapidly in business and population. It is the capital of the Mississippi levee district and geographical center of the Yazoo Valley. The town is well laid out, with wide streets, crossing each other rectangularly, and well shaded by cottonwoods. The country around it is one of the most fertile and productive in the Union, Washington County being the banner cotton county in the United States. A complete levee system protects the land from overflow, and it is rapidly settling up by means of immigration.

The town has important trade connections. It is the terminus of the New Orleans and Greenville Packet Line, which comes here for the cotton and cotton-seed raised in Washington and neighboring counties. A steamer also runs between Vicksburg and Greenville. The Louisville, New Orleans and Texas Railroad reaches Greenville by a branch line that runs from Leland southward to Lake Washington. It is proposed to extend this branch southward to meet the main stem of the road at Rolling Fork, which

would considerably shorten the distance between Greenville on the one hand and Vicksburg and New Orleans on the other.

Another railroad with a terminus at Greenville is the narrow-gauge portion of the Georgia Pacific Railroad, which runs fron Greenville east to Johnsonville. The road will soon be altered to standard gauge and completed to Columbus.

25. The total commerce of the town for 1886 was about $10,000,000. The volume of trade in all lines is increasing.

26. Supplies are received from Saint Louis, Kansas City, and New York by the Mississippi River and the Louisville, New Orleans and Texas Railroad.

27. The trade of Greenville extends for a radius of 50 miles around the town. Vicksburg and Memphis compete with it in this region, but it still holds a large portion of this trade.

Greenville has suffered severely from caving in the river bank, which has compelled the houses on the river to be moved back several times. The citizens propose to raise $50,000, which they think will protect the river bank until an adequate appropriation can be made by Congress.

ARKANSAS CITY.

1. The population of the town is about 1,000; and of the county about 20,000.

3. Arkansas City contains 2 factories; the county (Chicot) 3; 1 stave manufactory; amount of capital unknown.

5. In 1887.

6. None.

7. Capital invested, $500,000. No product in 1886.

8. One of the companies has only local capital; the capital in the other is altogether foreign, mainly from Boston.

9. The manufactures are distributed throughout the United States and sent to all foreign ports.

10. All the products are shipped out of the State.

11. The shipments are mostly via the Mississippi River.

12. In one factory 20 hands are employed; in the other, 60.

13. About $40,000 is paid in wages.

14. The materials used are obtained from the forests surrounding Arkansas City.

15. The river is always open.

16. The town ships about 4,500 tons of cotton and mixed freight; value unknown.

17. About 4,500 tons of cotton and mixed freights.

18. Shipments about equal to receipts.

21. The freight shipped to all points in 1886, amounted to about 10,000 tons, including cotton, staves, lumber, and mixed freights.

22. Rates are regulated by competition and the stage of water, there being usually no material difference between the river and rail rates.

23. The town of Arkansas City was incorporated and made the terminus of the Little Rock, Mississippi River and Texas Railroad in 1876, having then a population of 250. It soon advanced to 1,000 people. Several disastrous fires and overflows retarded its growth, and it remained at that figure for a number of years. In 1886 it was protected from overflows by the levees, and both the town and the country around it have been improving steadily ever since.

25. The mercantile business of the town is $250,000; shipping and necessary business, $500,000.

26. Supplies are obtained from many points, but particularly from New Orleans, Saint Louis, and Memphis.

27. The trade of the town is almost entirely retail, and is confined to the immediate territory extending for a radius of 25 miles around it. It is an important shipping point, receiving a large share of the products of interior Arkansas and Kansas, destined for New Orleans and some other river points.

28. The steam-boat arrivals of the last ten years will average ten boats per week, and the tonnage shipped for that time would be about equal to that of 1886, or from all sources about 24,000 tons.

HELENA.

1. The population of Helena is between 4,500 and 5,000.

2. The population of Phillips County, in which Helena is situated, is between 18,000 and 20,000.

3. The manufacturing establishments in the town are: 1 cotton-mill—there were two until a short time ago, but they have been consolidated into one—1 saw-mill, 1 foundry, 1 ice factory, 1 cotton-gin, and 1 cotton compress.

The mill below Helena saws wholly for export, using walnut, red gum, ash, and poplar. It was built in 1852, and was one of the pioneer mills in the lumbering industry in the State.

The Anchor Oil Mill, which is one of the largest and most complete in the South, was built in 1877. It employs 50 hands and crushes 50 tons of seed per day.

8. About half the capital invested in manufactories is owned in the town; the other half in the North and West.

9. The lumber is shipped almost entirely to the North, going largely to Illinois. The oil manufactured by the cotton-seed oil-mill is also shipped North, but the cake and meal goes South to New Orleans for shipment to Europe. The ice and other products are used at home, although some of them are shipped by river and rail to neighboring plantations.

10. Very little of the manufactures of the town except the ice and a very small portion of the lumber is consumed in Arkansas. The great bulk is shipped away.

11. The shipments are made by rail and river, but mainly by the latter route.

12. The oil-mill has 75 hands, the saw-mill, 60; ice factory, 10; cotton compress and gin, 25.

13. About $140,000 is paid per year in wages.

14. The cotton-seed used in the oil-mill is obtained from the neighboring country, and largely by rail and river. The timber for the saw-mill is floated down from the St. Francis Swamp.

15. Navigation of the river is seldom closed by ice except for a few days, and never by low water.

17. About half the freight from the North comes by river.

18. There are shipped South on the average, by river, 20,000 bales of cotton annually, and some of the products of the cotton-seed oil-mill, about 16,000 tons in all.

19. The shipments North by river include some 10,000 bales of cotton, some lumber and the oil from the mill, or 17,200 tons.

20. Since the completion of the branch of the Iron Mountain Railroad to Helena nearly all the meat, dry-goods, etc., come by rail; the flour comes mainly by river.

21. A large amount of the lumber is shipped by rail. Other rail shipments are goods sold in the county by Helena merchants.

22. Previous to the passage of the interstate-commerce law most of the freight from Saint Louis to Helena came by railroad; since then, however, a majority of it has come by river. The railroad has latterly reduced rates, and it is probable that business will go back to its old conditions.

23. There is no difference in summer or winter rates, as navigation is equally good at either season.

24. Helena is situated on the west bank of the Mississippi, about one degree south of Memphis, from which town it is distant 90 miles by river. It is built on and at the foot of Crowley's Ridge, at the point where this peculiar formation ceases. It is the highest point on the west bank of the Mississippi south of Commerce, Mo. The hills are about 500 feet from the river, and the town is situated partly in the bottom and partly on the hills. It was named some sixty years ago.

25. The town is growing slowly but surely, and has made great advance in the last few years. To utilize the plateau in front of the hills and render it safe from overflow the people of Helena some years ago, by the tedious process of hauling, brought earth from the hills and raised the grade of streets on the front 8 feet. The merchandise sales of the town are estimated at $1,250,000.

26. The meat consumed in the town and neighborhood comes mainly from Kansas City by rail. Most of the other goods come from Saint Louis and New York, and are received by rail and river. The flour comes mainly by river.

27. The trade of Helena extends around the town some 30 miles by rail. Most of the river trade in the neighborhood is enjoyed by Memphis merchants.

28. The annual arrivals of steam-boats at Helena are 1,095. In former years they were double or three times what they are to-day.

Helena possesses three railroads, the Helena branch of the Iron Mountain Railroad runs from Helena in a northerly direction and intersects the Memphis and Little Rock Railroad, 90 miles east of Little Rock, and 45 west of Memphis.

The Mobile and Northwestern Railroad, chartered in 1870, extends from Glendale, Miss., opposite Helena, westward. The road hauls a large quantity of cotton to Helena.

The Arkansas Midland Railroad extends from Helena westward.

MEMPHIS.

1. The city of Memphis has a population of 75,000, and is growing at the rate of 10,000 yearly.

3. Memphis has 11 cotton-seed oil-mills, more than any city in the world, and 6 flour and meal mills, with an output of 1,500 barrels per day, and miscellaneous industries of all kinds. It employs 3,600 hands in its factories, pays $1,200,000 in wages and turns out products of the value of $6,000,000.

The steam-boat business of Memphis in 1886, while not as good as that of previous years, compares well for 1886 with 1885. Memphis was one of the few river towns at which there was no positive decline, notwithstanding the competition of railroads. The business was limited to the regular packet lines and there was no competition among the boats except in the White River trade, where an opposition boat forced down freights to 2 or 3 cents, less than enough to pay for handling them.

The principal lines engaged in the Memphis traffic are the following:

Saint Louis and Mississippi Valley Barge line; Memphis gave this line about 20,000 tons of freight, including cotton, oil, meal and cotton-seed oil, nearly all of which was destined for transportation to Europe.

Saint Louis Anchor Line, embracing both the New Orleans and Vicksburg boats, *City of New Orleans, City of Saint Louis, City of Natchez, City of Baton Rouge, Annie P. Silver, City of Cairo, City of Vicksburg, City of Providence, Arkansas City, Belle of Memphis, and Will S. Hays.*

Southern Transportation Line, running between Cincinnati and New Orleans, composed of six steamers. These boats did little business with Memphis during the season, being generally fully loaded after passing Cairo. On their up-stream trips they discharged a few lots of sugar, molasses, and other articles from New Orleans.

The Memphis and Ohio River Packet Company, composed of five steamers, ran two boats a week, making ten-day trips. These boats were of light draught and managed to keep up communication nearly the entire season. They took north 35,680 bales of compressed and 5,154 bales of uncompressed cotton, 34,399 sacks of cotton seed, 2,855 barrels of cotton-seed oil, and much miscellaneous freight.

The Memphis and New Orleans line, composed of two vessels, did a lighter business than ever before, taking only 6,000 bales South. This was due to the exceptionably favorable railroad rates from Memphis east. These boats, however, brought into Memphis large quantities of cotton seed to be crushed in the mills.

The Saint Francis River Transportation Company consisted of two vessels running as far as the Bald Knob Railroad, some miles above Wittsburg, when the water was high enough for it.

The Memphis and White River trade employed four boats, one of them being an "independent."

The Arkansas River Packet Company ran three boats. During the busy season all three of them were employed, two of them running from Memphis to Pine Bluff, the other between Pine Bluff and the mouth of White River, carrying and reshipping cotton for New Orleans. This trade was interrupted during January by the river freezing.

The Memphis and Vicksburg Packet Company kept two steamers busy.

Lee Line, three steamers, one of which was destroyed by fire.

Memphis and Scanlons, one steamer.

Memphis and Tiptonville, one steamer, which brought to Memphis 3,508 bales of cotton, 1,933 bags of seed cotton, 25,079 sacks of cotton seed, 29,330 sacks of corn, 1,911 head of stock, 282 sacks of peanuts, and 4,123 packages of sundries.

Memphis has now in operation nine lines of railroads, as follows: The Chesapeake, Ohio and Southwestern, to Louisville, and thence to Chesapeake Bay; the Louisiana and Nashville, distance to Louisville 377, to Nashville 232 miles; the Memphis and Charleston, to Chattanooga, 310 miles; the Louisville, New Orleans and Texas, to New Orleans, 455 miles; the Mississippi and Tennessee, connected at Grenada with the Illinois Central to New Orleans; the Memphis and Little Rock Railroad, to Little Rock, 125 miles; the Kansas City, Springfield and Memphis Railroad; the Bald Knob Railroad.

Through these steam-boats and railroad companies Memphis has greatly extended its trade latterly.

Kansas City, Saint Louis, Louisville, and New Orleans, each some 400 miles distant, are its nearest rivals and competitors. Memphis controls the trade of nearly half of Tennessee, a considerable portion of Alabama, and more than half each of Arkansas and Mississippi, together with large portions of other States beyond these.

24. A century ago the bluff on which Memphis now stands was in the possession of the Chickasaws, who gave it the name of "Chickasaw Bluffs." It is the only high bluff on the river between Vicksburg and the mouth of the Ohio River. In the year 1783 Governor Gayoso, of Louisiana, erected here a fort known as "Fort Saint Ferdinand," at the mouth of Wolf River. The Spanish held possession of the fort until 1802, when it was transferred to the United States. General Wilkinson, commanding the United States forces, dismantled Fort Saint Ferdinand and built Fort Pickering, 2 miles further down. The original owner of the site of Memphis was a man by the name of John Rice, who obtained a grant of 5,000 acres of land, covering most of the present site of the town.

In 1819 General Andrew Jackson and General James Winchester, becoming owners of this tract, in partnership with John Overton, who had purchased Rice's claim, planned the city, which was incorporated in 1831. The population in 1840 was 3,360; in 1850,

8,841; in 1860, 22,623, and in 1870, 40,226. The epidemics of 1878 and 1879 affected the town disastrously, and it had actually a smaller population in 1880 than in 1870. The city became hopelessly insolvent, and in 1879 had its charter repealed. In place of the old city government the Taxing District of Shelby County was inaugurated, the affairs of the city being placed in charge of seven leading citizens, called commissioners of fire and police, besides the president of the Taxing District. Memphis went to work zealously and actively to correct its defects. Miles of Nicholson pavement were torn up and the streets repaved with stone. Old shanties, which were supposed to harbor fever germs, were destroyed or burned, with all the furniture in them that had been contaminated by the scourge. A new system of drainage was introduced, and as a consequence Memphis soon became one of the best drained cities in the Union, was free from sickness, and entered upon a new era of progress and prosperity far exceeding anything that had been dreamed of in the past.

25. Memphis is the largest interior distributing market of groceries and provisions in the Union, in proportion to population. It sells yearly:

Products.	Amount.	Products.	Amount.
Cotton	$30,000,000	Cotton seed and oil products	$1,564,185
Provisions	3,494,046	Lumber	248,779
Grain	1,073,499	Fruits	83,772
Dry goods	6,207,200	Miscellaneous products	104,721,674
Boots and shoes	2,406,845		

The following, from the official figures of the Merchants' Exchange, gives the receipts and shipments of the town during the year 1886:

Articles.	Receipts.		Shipments.	
	Quantity.	Estimated value.	Quantity.	Estimated value.
Apples ... barrels	33,509	$83,772.50	22,087	$55,217.50
Bran ... sacks	35,935	42,042.00	36,074	42,661.58
Beans and peas ... barrels	5,612	9,259.80	5,714	9,142.40
Butter ... packages	11,872	118,968.00	4,275	42,750.00
Bagging ... rolls	131,498	492,117.10	134,973	506,148.00
Bacon ... packages	31,544	1,230,216.00	26,318	1,026,502.00
Boots and shoes ... do	68,767	2,406,845.00	59,663	2,088,205.00
Corn ... bushels	1,109,811	545,905.50	609,653	304,826.00
Cheese ... packages	26,970	161,820.00	23,045	165,808.00
Coffee ... sacks	56,075	947,667.50	50,795	858,435.50
Cotton-seed ... do	1,301,512	795,366.00	.....	.....
Cotton-seed oil ... barrels	12,338	185,070.00	70,235	1,053,525.00
Cotton-seed oil cake ... sacks	370	131.75	638,328	510,660.00
Cotton-ties ... bundles	150,336	165,369.60	154,677	170,144.70
Dry goods ... packages	31,036	6,207,200.00	32,079	6,415,800.00
Eggs ... do	12,422	63,352.20	1,805	11,913.00
Flour ... barrels	269,117	1,143,967.75	264,845	1,125,191.00
Hay ... bales	142,278	99,554.00	114,583	80,210.00
Hats ... packages	8,209	492,540.00	6,170	370,200.00
Live stock:				
Hogs ... head	10,721	85,768.00	1,683	13,464.00
Sheep ... do	7,446	22,338.00	1,233	3,699.00
Cattle ... do	9,759	195,180.00	3,327	66,540.00
Horses and mules ... do	9,059	1,177,280.00	8,554	1,112,020.00
Lard ... packages	72,110	201,908.00	49,893	139,899.40
Lumber ... M feet	17,698½	248,779.00	10,201½	153,015.00
Liquors ... packages	15,588	1,347,040.00	13,643	1,091,440.00
Meal ... barrels	29,246	67,027.90	94,116	211,761.00
Molasses ... do	15,469	229,774.65	23,679	351,499.50
Nails ... kegs	89,293	200,909.25	69,035	172,587.50
Oats ... bushels	809,361	291,369.96	592,805	213,409.80
Onions ... barrels	9,327	23,327.50	7,348	18,370.00
Potatoes ... do	53,245	83,178.75	72,120	126,210.00
Pork ... do	4,365	52,380.00	6,212	72,544.00
Pork sides ... pounds	36,857,500	2,211,450.00	35,406,283	2,124,376.98
Rice ... packages	1,954	78,160.00	2,405	72,150.00
Sugar ... hogsheads	1,376	82,560.00	1,240	76,260.00
Do ... barrels	52,765	1,015,726.00	44,120	1,455,960.00
Tobacco ... packages	67,822	678,220.00	60,989	609,890.00
Wheat ... bushels	262,583	236,224.00	9,110	8,199.00

Total value receipts, exclusive of cotton	$23,720,705.51
Value of cotton	27,172,200.00
Total	**50,837,905.51**

Memphis is the largest interior cotton-receiving point in the world. The following table shows its receipts of cotton for the last five years, showing how much was received and shipped by river and rail:

RECEIPTS.

Whence received.	1882.	1883.	1884.	1885.	1886.	*1887.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
Memphis and Charleston Railroad	77,576	99,078	88,522	84,810	92,219	18,664
Mississippi and Tennessee Railroad	39,238	64,563	50,910	55,798	61,603	10,613
Louisville and Nashville Railroad	38,210	60,115	48,867	42,894	52,002	7,777
Memphis and Little Rock Railroad	78,642	121,877	88,648	73,512	120,447	40,870
Chesapeake, Ohio and Southwestern Railroad	20,237	24,359	25,754	24,498	41,063	6,398
Louisville, New Orleans and Texas Railroad	.....	9	8,619	34,317	40,809	28,304
Kansas City, Springfield and Memphis Railroad	.....	1,741	16,822	19,045	26,768	9,343
Kansas City, Memphis and Birmingham Railroad	.....	.....	.....	13,349	19,974	5,862
Total rivers	83,914	82,280	99,430	119,927	116,719	35,292
Wagons and other sources	51,144	56,819	33,717	45,473	45,996	8,584
Total	388,961	510,841	466,349	513,623	617,600	171,707

*From January until June 27, 1887.

SHIPMENTS.

Route.	1882.	1883.	1884.	1885.	1886.	*1887.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
Memphis and Charleston Railroad	92,505	98,901	53,276	73,128	123,880	50,352
Mississippi and Tennessee Railroad	75,925	111,880	60,939	35,077	55,228	41,272
Louisville and Nashville Railroad	104,153	86,425	126,339	91,670	153,382	76,199
Chesapeake, Ohio and Southwestern Railroad	21,398	63,635	121,970	67,636	142,220	57,201
Louisville, New Orleans and Texas Railroad	.....	.....	7,205	65,798	43,869	45,792
Kansas City, Memphis and Birmingham Railroad	.....	.....	.....	8,315	7,020	1,072
Steamers north	84,629	86,263	37,410	110,297	88,677	33,867
Steamers south	5,887	45,304	42,662	35,657	6,800	138
Total	384,497	492,408	449,801	487,578	621,076	305,893

*From January until June 27, 1887.

SUMMARY.

	1882.	1883.	1884.	1885.	1886.	1887.
Receipts:	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
River	83,914	82,280	99,430	919,927	116,719	35,292
Rail	253,903	371,742	328,202	348,223	455,995	127,931
Shipments:						
River	96,516	121,567	80,072	145,954	95,477	34,005
Rail	287,981	370,841	369,729	341,624	525,599	270,848

Cotton receipts at Memphis.

Year.	Bales.	Value.	Year.	Bales.	Value.
1826	300	$15,000	1869–'70	290,737	$29,588,500
1830	1,000	35,000	1870–'71	511,432	39,552,356
1840	35,000	1,400,000	1871–'72	380,233	36,550,617
1845	75,000	3,000,000	1872–'73	415,255	37,500,000
1850	150,000	7,500,000	1873–'74	429,327	32,864,981
1850–'51	163,000	6,520,000	1874–'75	322,004	22,540,080
1851–'52	172,000	6,880,000	1875–'76	487,376	27,070,615
1852–'53	202,000	8,080,000	1876–'77	384,358	20,040,426
1853–'54	188,151	8,520,000	1877–'78	412,393	20,887,705
1854–'55	202,000	8,000,000	1878–'79	386,120	17,456,829
1855–'56	295,246	11,800,000	1879–'80	409,809	23,752,529
1858–'59	325,720	16,250,000	1880–'81	470,267	23,090,109
1859–'60	398,721	16,000,000	1881–'82	339,240	18,825,888
1860–'61	360,653	18,500,000	1882–'83	510,789	25,069,524
1865–'66	112,296	23,000,000	1883–'84	450,077	22,917,920
1866–'67	218,226	29,000,000	1884–'85	430,127	21,441,831
1867–'68	253,207	25,000,000	1885–'86	545,560	23,623,007
1868–'69	247,698	31,000,000			

COASTWISE TRAFFIC TO AND FROM NEW ORLEANS.

What is the amount and value of the coastwise traffic to and from New Orleans?

There is less known to-day of the coastwise trade of New Orleans than of any part of the commerce. Whereas formerly, as long as the Price Current was in existence, some records were kept of the shipments made to coastwise ports and the cotton received from Mobile, Galveston, and other towns on the Gulf, these statistics have been dropped since the disappearance of that paper and there are absolutely no figures whatever attainable on this subject. Hence it is not to be wondered at that this traffic should have increased from year to year until it now very nearly equals the foreign trade of New Orleans, without attracting comment, and, indeed, without this fact being generally known.

The coastwise trade of New Orleans is now infinitely larger than it was ever before, and in proportion to the value nearly as large relatively as in the earlier days of the city.

At the time that President Jefferson purchased Louisiana the trade of New Orleans was almost wholly with the American colonies, and consisted in the shipment in American vessels to the towns of the Atlantic seaboard of the produce of the vast interior country, the basins of the Ohio and the Mississippi. The merchants of Philadelphia had been the first to establish agencies in New Orleans; and Philadelphia, as a consequence, received the bulk of this trade. Next in importance ranked Boston and Baltimore, while New York, Charleston, Newport, and other seaboard towns did some business with "the Crescent City." In the first years of the acquisition of Louisiana the coastwise trade largely exceeded the foreign commerce, and of the vessels arriving at and leaving the port of New Orleans from three-fourths to five-sixths were American. Cotton for Europe had not yet become the principal article of export; but sugar, flour, pork, and similar produce were shipped to the people of the Atlantic cities and States. The vessels engaged in this business were small schooners and sloops of 250 tons or thereabouts, in handling which the American seamen of that day could not be excelled.

It was not until 1830 that the foreign exceeded the coastwise commerce of New Orleans. As that city became more a cotton port, and as the cotton was shipped mainly to Europe, the value of its foreign exports increased more rapidly than those to American ports; and in the season 1829–'30 (from September 30 to October 1) stood ahead as follows:

Exports, 1829–'30:

Coastwise	$8, 357, 788
To foreign ports	9, 868, 328

The coastwise traffic has grown steadily since, but it has never caught up with this foreign trade, although the prospects are more favorable for this to-day than ever before. During the ten years 1832 to 1843 the coastwise traffic of New Orleans grew as follows:

Years.	Coastwise shipments.	Years.	Coastwise shipments.
1832–'33	$9, 057, 614	1837–'38	$14, 910, 093
1833–'34	9, 930, 086	1838–'39	14, 509, 313
1834–'35	10, 915, 560	1839–'40	21, 960, 859
1835–'36	13, 533, 923	1840–'41	15, 274, 776
1836–'37	15, 115, 705	1841–'42	19, 443, 787

The period that followed is regarded as the most prosperous in the commercial history of New Orleans; but the main increase in the trade was with foreign countries, and the coastwise shipments gradually sank to less than a third of the total business. The opening of the Erie, Ohio and Pennsylvania Canal and the building of railroads made the river and ocean route through New Orleans no longer the absolute necessity it had been, and there was a striking decline, relatively if not in the aggregate, in the shipments of all kinds of Western produce. Towards the latter portion of this period the two items of cotton and sugar constituted the far greater portion of the products exported from New Orleans to the Atlantic and Gulf cities.

Shipments.

Years.	Coastwise.	To foreign ports.	Total.
1845–'46	$19,149,741	$28,211,569	$47,361,310
1846–'47	24,790,825	32,707,582	57,497,407
1847–'48	27,733,601	39,448,732	67,182,333
1848–'49	28,383,753	37,008,818	65,392,571
1850–'51	27,228,915	53,988,013	81,216,928
1853–'54	30,695,466	68,392,660	99,088,126
1854–'55	22,994,958	60,656,785	83,651,743
1855–'56	28,031,391	55,088,827	83,120,218

The figures, it will be seen, are given only of exports for and imports from coastwise ports. No statistics have ever existed or indeed exist up to this day. In this trade New York and Boston disputed about evenly for the first place, with Philadelphia third, Baltimore fourth, Providence (R. I.) fifth, Charleston sixth, and Portsmouth seventh. Taking the era when New Orleans most controlled the Western produce trade, the shipments were to the following points (1845–'46):

Ports.	Flour.	Pork.	Bacon.	Lard.	Beef.	Lead.	Whisky.	Corn.
	Barrels.	*Barrels.*	*Hogsheads.*	*Kegs.*	*Barrels.*	*Pigs.*	*Barrels.*	*Sacks.*
New York	83,854	88,288	2,873	204,323	5,162	309,681	4,098	172,186
Boston	122,148	89,164	846	139,364	3,501	139,364	150	259,523
Philadelphia	250	29,785	1,238	70,113	99	70,113	647	3,671
Baltimore	.....	19,523	729	11,961	446	11,961	2,175	1,000
Charleston	11,476	2,828	1,962	5,607	275	4,620	8,982	87,953
Other coastwise ports	68,441	13,434	12,720	20,671	4,490	8,460	41,869	175,582

Ten years later the increase to the four leading ports was:

Ports.	1856–'57.						
	Flour.	Pork.	Bacon.	Lard.	Beef.	Whisky.	Corn.
	Barrels.	*Barrels.*	*Casks.*	*Kegs.*	*Barrels.*	*Barrels.*	*Sacks.*
New York	141,494	46,628	2,979	183,688	5,527	1,956	26,087
Boston	241,466	53,725	2,728	57,303	10,387	8,925	55,322
Philadelphia	.....	.....	9	.....	.....	849	.....
Baltimore	.....	3,847	.....	1,480	.....	356	.....
Other coast ports	141,142	18,874	25,631	17,941	366	46,884	204,608

Ports.	1855–'56.						
	Flour.	Pork.	Bacon.	Lard.	Beef.	Whisky.	Corn.
	Barrels.	*Barrels.*	*Casks.*	*Kegs.*	*Barrels.*	*Barrels.*	*Sacks.*
New York	131,591	60,632	4,124	154,788	14,147	1,762	77,906
Boston	200,179	52,624	4,373	122,216	13,998	4,454	195,660
Philadelphia	.....	.....	.....	1,533	.....	67	5,049
Baltimore	.....	4,565	.....	.....	.....	187	.....
Other coast ports	108,686	30,707	24,648	26,351	1,346	51,402	113,262

New York at that time ranked second in the receipt of these goods, second or third in the receipts of cotton, and led only in sugar.

The coastwise tobacco trade declined with the building of railroads even more than that in Western produce. It had amounted to 18,509 hogsheads in 1827–'28, and had risen to 20,343 in 1834–'35, but during the fifties it declined to the following low figures:

	Hogsheads.
1852–'53	9,521
1853–'54	4,794
1854–'55	7,447
1855–'56	9,156
1856–'57	8,632

New Orleans still remained an important center for tobacco, but mainly for foreign purchasers, the tobacco reaching the Atlantic ports going by rail or canal.

The shipments of sugar were made to all the American ports. New York led in the receipts of this article, with Philadelphia second, Baltimore third. All the chief New England ports, as well as Norfolk, Charleston, Savannah, and others on the South Atlantic and Gulf coast also received large amounts of Louisiana sugar and molasses.

The coastwise cotton trade increased rapidly as New Orleans became more and more the cotton center of the United States. In the earlier days the shipments of cotton to American ports averaged from one-sixth to one-fifth of all exported, as follows:

Coastwise shipments of cotton.

Years.	Bales.	Years.	Bales.
1826–'27	66,763	1831–'32	64,728
1827–'28	86,283	1832–'33	94,223
1828–'29	41,017	1833–'34	60,705
1829–'30	56,116	1834–'35	122,484
1830–'31	135,086	1835–'36	92,535

In the height of the cotton period, when the Southern product was truly king in New Orleans, if nowhere else, the shipments from that town to the various coastwise ports were as follows:

Exported to—	1864–'65.	1863–'64.	1862–'63.	1861–'62.	1860–'61.	1859–'60.	1858–'59.
New York	144,190	109,149	17,859	4,116	29,539	62,936	5,856
Boston	15,993	12,793	1,418	109	94,307	131,648	25,464
Providence, R. I.	2,735	.....	40	.....	4,897	5,717	157,117
Philadelphia	1,355	703	142	98	855	5,257	5,582
Baltimore	.....	.....	.....	.....	100	1,247	1,129
Portsmouth	.....	.....	.....	.....	.....	.....	.....
Other coastwise ports	231	.....	.....	.....	2,481	1,829	1,442
Western States	.....	.....	.....	.....	.....	.....	.....
Coastwise	164,504	122,645	19,459	4,323	132,179	208,634	196,590
Total receipts at New Orleans	.....	.....	.....	.....	.....	2,139,425	1,669,274

Exported to—	1857–'58.	1856–'57.	1855–'56.	1854–'55.	1853–'54.	1852–'53.	1851–'52.
New York	34,076	50,653	51,340	69,959	58,168	73,043	101,938
Boston	125,679	153,133	151,469	118,675	113,851	151,580	138,629
Providence, R. I.	2,238	4,090	2,834	1,458	.....	16,028	4,561
Philadelphia	1,974	13,979	10,532	8,105	14,054	19,362	15,594
Baltimore	670	1,255	3,173	4,070	4,057	5,126	4,745
Portsmouth	.....	.....	1,540	.....	2,139	.....	.....
Other coastwise ports	.....	94	1,212	50	258	357	45
Western States	.....	.....	.....	.....	.....	1,200	1,200
Coastwise	164,637	223,204	222,100	202,317	192,527	266,696	256,712
Total receipts at New Orleans	1,576,409	1,435,000	1,661,443	1,232,644	1,346,925	1,580,875	1,373,464

Up to the time of the war New York, it will be seen, ranked second in the receipts of cotton from New Orleans, and for a portion of that time was behind Philadelphia and Providence.

During the war period, New Orleans received its supplies largely and, indeed, mainly from New York, and even Western produce took this roundabout route in consequence of the blockade of the river. The few shipments it had to make of cotton and sugar took the same course, and the supremacy of New York in the coastwise trade of "the Crescent City" was firmly established, although it was some years before that town so monopolized the trade as it does at present.

With the end of the war the coastwise trade appeared to enter upon another period of prosperity.

The first year of peace saw the following shipments:

Articles.	Gulf ports.	Atlantic ports.	Total.	Articles.	Gulf ports.	Atlantic ports.	Total.
Apples.....bbls..	735	70	805	Oats.....sacks...	2,120	5,095	7,215
Bagging.....pieces...	519	2,982	3,631	Onions.....bbls...	623	69	692
Bale rope .....coils...	391	7,132	7,523	Porter and ale.....do.....	842	98	930
Beans.....bbls...	300	41	341	Potatoes.....do.....	7,517	921	8,438
Brandy.....do.....	630	22	682	Pitch.....do.....	.....	.....	.....
Butter, kegs and firkins...	425	135	560	Rice.....sacks..	50	.....	50
Cotton seed.....sacks...	.....	7,347	7,347	Rosin.....	.....	674	724
Cheese.....boxes...	824	38	862	Rags.....bales...	.....	3,182	3,182
Candles .....do.....	2,434	114	2,548	Soap.....boxes...	8,497	66	8,575
Coffee.....bags...	163	420	583	Spirits turpentine..bbls...	16	97	113
Claret.....casks...	751	142	893	Spanish moss.....bales...	125	2,438	2,[illegible]0
Claret .....boxes...	6,005	398	6,553	Starch .....boxes...	421	.....	421
Empty barrels.....	9,354	26,380	35,734	Shingles.....M...	5,171	.....	5,171
Empty casks.....	625	550	31,175	Salt.....sacks...	41	9,205	9,246
Gunny bags.....bales...	.....	233	233	Specie.....dollars...	117,129	758,980	876,109
Hides.....	.....	91,668	94,000	Tea.....chests...	.....	.....	.....
Horns	.....	44,477	44,477	Tar.....bbls...	78	1,410	1,488
Hay .....bales...	916	1,361	2,277	Tallow ..... do.....	885	808	1,893
Iron.....bars...	86	2,136	2,222	Tobacco, chewi'g boxes...	230	130	385
Iron, old .....tons...	.....	1,802	1,802	Tobacco.....bales...	814	.....	814
Lumber.....M feet...	4,350	723	5,125	Vinegar.....bbls...	130	.....	130
Nails.....kegs...	130	46	176	Wool .....bags...	.....	535	535

From the close of the war to the present time the coastwise trade of New Orleans has shown a marked tendency to gravitate wholly towards New York; that is, the reciprocal trade between these cities has increased steadily and rapidly at the expense of the business with the other Atlantic and Gulf ports; and thus, while the total coastwise trade of New Orleans has increased, the business with many of the towns has shown an actual decline. Note the drift towards New York of the cotton trade during the short period of eight years:

Exports of cotton coastwise from New Orleans.

	1878-'79.	1877-'78.	1876-'77.	1875-'76.	1874-'75.	1873-'74.	1872-'73.	1871-'72.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
New York.....	172,974	210,175	169,586	179,585	109,627	148,949	143,363	137,423
Boston	11,657	23,772	13,253	23,487	38,793	32,560	58,193	40,219
Providence.....	6,742	11,684	6,014	8,022	7,684	12,339	16,011	10,690
Philadelphia.....	876	.....	.....	432	5,780	4,753	5,911	4,848
Baltimore.....	.....	.....	13	834	30	.....	1,683	152
All other ports	.....	60,242	3,819	7,729	5,894	2,478	3,807	5,145
Total	202,249	251,673	192,685	220,089	167,808	201,079	228,968	198,477

Philadelphia and Baltimore, which had been the first to develop trade with New Orleans, drop altogether out of the list, while Boston and Providence, which had twenty years previously been well ahead of New York, handled together barely one-tenth as much as the American commercial metropolis.

The drift of the coastwise trade has been wholly towards New York, and that, with other American ports, has steadily and rapidly declined before it, until it has almost disappeared. Formerly a large majority of the cotton went to Boston and Providence. Now New York gets nine-tenths of the total shipments, and distributes the cotton to the New England factories. Similarly, the molasses and sugar imported went originally largely to Philadelphia and Baltimore. Now little reaches these towns. There has been no line between New Orleans and these ports for years, and vessels trade between them only occasionally when there is a load awaiting them. Most of these are sailing vessels, whereas the New York freight is carried on lines of the largest and finest coastwise steamers running in the American trade. With the Southern Atlantic ports, Savannah, Charleston, and Norfolk, there is no business at all, and whatever is received from those towns comes either by rail or is first shipped to New York, and thence redistributed and sent back to New Orleans.

The Gulf trade of New Orleans has also steadily declined for some years largely in consequence of the construction of railways, and the competition of New York and

other cities. Previous to the construction of the Mobile and New Orleans Railroad, in 1871, all of the Mobile cotton, which included a large portion of the crop of Alabama, reached New Orleans by vessels, generally through Mississippi Sound and Lake Pontchartrain. Even after the building of the railroad there was some competition on the part of boats, but this has latterly disappeared, and now a vessel seldom reaches New Orleans with a cargo from Mobile, there being but one such arrival in 1886. The business by water between the two Gulf ports is now confined almost exclusively to the shipment from Mobile of watermelons and garden truck; and even this is inconsiderable. Since the extension of the Louisville and Nashville Railroad to Pensacola and the building of the Pensacola and Atlantic in 1883, it has been the same with that town, from which now comes only a few small sailing vessels, engaged in the fishing and oyster trade. The Morgan or Southern Pacific steamers to Havana generally stop at Cedar Keys, Tampa, and Key West on their way to Cuba, and furnish a large portion of the supplies, provisions, and lumber used at these points. The railways to Tampa have somewhat decreased this business of late. The return trade in cigars, fruits, vegetables, etc., is small.

On the west the railroad connection with Galveston has practically put an end to ocean communication between the two ports. An occasional vessel runs from one to the other. The same is true of Corpus Christi, Indianola, Brazos Santiago, and Bagdad, through which formerly a large proportion of the products of Texas were shipped by water to New Orleans. The completion of the Texas system of railways has brought about the decay of this coastwise traffic. The Morgan steamers do some business with these ports, but it is generally via the railroad, and but little arrives at New Orleans direct from them.

This has left the coastwise trade mainly with New York, both in shipments and receipts. Some cotton and cotton-seed products are shipped to New England, and sugar, molasses, and rice to other Atlantic ports. The return receipts are coal from Philadelphia; ice and granite from New England; guano, railroad iron, building material, and a few other articles from the Atlantic and from the Gulf ports, namely, fruits and early vegetables.

But if this trade is limited, both in quantity and in variety, that with New York makes up for it all, and is of the most varied character. Through New Orleans passes the cotton (a portion of which is again reshipped at New York for Europe), sugar, molasses, rice, etc., of the South; wool, hides, tallow of Texas; fruits, wines, and other products of California; coffee, istle, etc., from Mexico, and products from all portions of the Pacific, whalebone, spermaceti, seal-skins, matting, etc. The return cargoes include nearly every variety of article produced or manufactured in the East and consumed in the South, West, or on the Pacific coast. It is this trade, of all in New Orleans, that has received the greatest impetus and made the greatest advance of late years. But a small share of it is handled in this town, the great bulk being merely transient and passing through New Orleans, being unloaded direcly from the steamer to the car or barge and carried thence to some interior point of destination. Not a small proportion of it comes in bond, and some of it passes on to Mexico. Thus a shipment is made from Europe to Mexico, passed through New York in bond, thence by ocean to New Orleans, and by rail to El Paso, to be thence carried across the Rio Grande.

The imports received in New Orleans from New York have one of five destinations inward: New Orleans, the Mississippi Valley, Texas, California, Mexico or some other foreign country.

The New Orleans trade includes some provisions, but especially manufactured goods, dry goods, cotton cloth, boots, shoes, hats, etc. A large share of it consists of foreign goods imported by way of New York; and this mode of importation may explain to some extent the apparent decline in the foreign import trade of "the Crescent City." That city receives, according to the report, a much smaller amount of foreign goods than during the years previous to the war. The truth is that it receives more, not direct, but through New York.

The shipment of goods from New York into the Mississippi Valley via the Atlantic has latterly increased marvelously. Nearly all the railroads centering at New Orleans receive a portion of the freight brought by the New York steamers, but the largest shipments are made by the barge line to Saint Louis. The movement was particularly marked just after the interstate-commerce bill went into operation, and it was welcomed as one of the effects of that legislation. These shipments are of a similarly miscellaneous character, and have latterly included carpets and all kinds of dry goods.

The largest share, however, of the imports from New York go west of the Mississippi, to Texas and California, by the Southern Pacific and Texas and Pacific roads and their branches.

The freight is wholly transit, going through New Orleans but not remaining there.

Indeed, the greater portion of it does not even reach the city proper, but is transferred directly from the steamer to the cars on the west or Algiers side of the river.

During the last few years the Southern Pacific, or Morgan Line, has added a number of steam-ships to the fleet, doubling its tonnage. The business has increased and the steamers come in, almost without exception, with full loads. The time between New York has been shortened from year to year, and indeed from month to month, and now averages less than six days. The ocean route is, therefore, as short for freight as by rail. The insurance is low, as there have been no losses in this trade for a long term of years.

Besides the regular steam-ship lines between the two cities, other vessels, principally ships and brigs, occasionally run. The cargoes carried by them, however, are mainly heavy products, lumber, rice, molasses, etc., from New Orleans, and slate and building materials from New York, but few of the finer manufactured goods being carried by these vessels.

The two lines between New Orleans and New York are the Cromwell and the Southern Pacific steamers. These are composed of the following vessels:

Names of lines and steamers.	Length.	Breadth.	Depth.	Tonnage.		When and where built.
				Gross.	Net.	
Cromwell Line.	*Feet.*	*Feet.*	*Feet.*			
Knickerbocker	263.5	33.0	22.6	1,642.48	1,139.53	Wilmington, Del., 1873.
Louisiana	320.0	39.0	14.9	2,840.33	1,805.84	Chester, Pa.
New Orleans	249.0	33.0	24.4	1,564.26	1,017.20	Wilmington, Del., 1872.
Hudson	287.6	34.0	23.0	1.872.68	1,309.89	Wilmington, Del., 1874.
Southern Pacific Line.						
Chalmette	321.2	42.2	21.3	2,902.96	1,931.03	Philadelphia, 1879.
El Paso	331.8	42.6	22.6	3,531.32	2,561.68	Philadelphia, 1884.
Eldorado	331.8	42.6	22.6	3,531.32	2,561.68	Do.
El Monte	331.8	42.6	22.6	3,531.32	2,561.68	Philadelphia, 1885.
Excelsior	340.0	44.0	23.0	3.263.95	2,406.77	Wilmington, Del., 1882.
New York	281.0	38.1	20.2	2,284.56	1,259.10	Wilmington, Del., 1875.
Morgan City	281.0	38.1	20.1	2,270.97	1,290.66	Wilmington, Del., 1876.
Lone Star	281.0	38.1	20.2	2,259.39	1,300.82	Wilmington, Del., 1875.
Algiers	281.0	38.1	20.2	2,827.34	1,305.48	Wilmington, Del., 1876.

The Cromwell line sends one steamer a week and the Southern Pacific two, making three weekly steamers between New Orleans and New York without including the irregular vessels running during the cotton season. As will be noted, four steamers of 14,000 tons have been added to this trade in the last five years.

The traffic has been largely developed by the railroads; indeed, as will be seen, one of the railroad lines controls a majority of the steamers running to New York. The others generally have some connection or arrangement either with the New York or European lines, and through rates can thus be made between points on the Pacific coast and Liverpool, Boston, and New York.

The four important trunk railroad lines constructed to New Orleans in the last six years were built in order to give their main stems, the Missouri Pacific, Southern Pacific, Chesapeake and Ohio, and Cincinnati Southern (or Cincinnati, New Orleans and Texas Pacific), a terminus on deep water on the Gulf, and thus secure the advantage of an ocean connection either with Europe, Central America, and the West Indies or New York and other coastwise ports.

The Southern Pacific Railroad by its purchase of Morgan's Louisiana and Texas road not only secured an entrance into New Orleans but control of an old and valuable steamship line connecting New Orleans with New York, Havana, and the Texas and Florida ports. These New York steamers serve as part of a transcontinental line from New York to New Orleans by ocean vessel, thence to San Francisco by rail. This line in particular has given an extraordinary impetus to the coastwise trade of "the Crescent City," which now ships a large amount of Texas and California produce, and receives in return goods of all kinds for these States.

As a consequence of this movement the coastwise tonnage of New Orleans has increased more rapidly of late years than its foreign tonnage. The port statistics of New Orleans show that during the year 1886 the tonnage of loaded vessels reaching New Orleans from foreign countries was below that from American ports. Of the former no less than 43 per cent. came to New Orleans in ballast, and of the remainder a large proportion came with small loads. When the cotton season begins the vessels crowd into New Orleans

from foreign ports to obtain loads; but more than half of them which came during that season arrive empty and go away with full loads, whereas there is little variation in the coastwise, and particularly with the New York trade, throughout the year.

The following gives a comparison of the foreign and coastwise tonnage for 1886:

Total movement of vessels.

Trade.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Foreign	679	649,700	701	698,630
Coastwise	288	411,667	284	407,417

Movement of vessels with cargoes.

Trade.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Foreign	436	369,077	684	693,810
Coastwise	288	411,667	284	407,417

Excess of coastwise tonnage entered over foreign in vessels with cargo 42,590
Excess of foreign tonnage cleared over coastwise in vessels with cargo 286,393

Total movement of loaded vessels.

Trade.	Number.	Tonnage.
Foreign	1,120	1,062,887
Coastwise	572	819,084
Excess of foreign vessels	548	243,804

Coastwise traffic of New Orleans, 1886.

Month.	Entered.		Cleared.	
	No.	Tonnage.	No.	Tonnage.
January	20	34,158	27	36,705
February	28	35,838	33	40,523
March	25	31,722	30	39,666
April	25	34,967	26	35,361
May	24	35,986	19	27,800
June	25	33,475	23	34,326
July	20	28,551	15	25,852
August	20	28,024	22	33,655
September	19	31,331	16	27,923
October	24	37,915	22	32,585
November	28	39,029	25	37,360
December	30	40,671	26	35,661
Total	288	411,667	284	407,417

Foreign traffic of New Orleans, 1886.

Month.	Entered.		Cleared.	
	No.	Tonnage.	No.	Tonnage.
January	46	71,234	74	83,533
February	58	55,885	65	66,911
March	63	57,581	74	73,462
April	51	47,010	73	63,834
May	42	33,935	58	53,025
June	45	38,626	47	42,220
July	39	28,072	31	25,219
August	32	20,163	43	31,389
September	44	42,489	28	23,626
October	62	68,716	56	59,485
November	94	113,348	57	61,750
December	103	72,641	95	114,176
Total	679	649,700	701	698,630
In ballast	243	280,623	17	4,820
Loaded	436	369,077	684	693,810

Movement of coastwise trade from 1880 *to present time.*

Year.	Entered.		Cleared.	
	No.	Tonnage.	No.	Tonnage.
1880	364	441,941	355	384,884
1881	290	408,591	291	367,710
1882	259	320,523	289	335,358
1883	289	296,520	278	303,775
1884	353	341,894	274	299,675
1885	291	364,617	242	364,185
1886	288	411,667	284	407,417

It will be noted that during the earlier years the entrances were generally larger than the clearances, due to the fact that many vessels came to New Orleans from coastwise ports and loaded there with cotton, etc., for foreign countries. The amount of freight carried, particularly imports, during all this period was less than it is to-day, the majority of the vessels coming here in ballast or only partially loaded.

Coastwise shipments from New Orleans for year 1885.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Bacon ....casks...	26	$845.00	Molasses....barrels...	78,716	$708,444.00
Bacon hams....tierces...	353	17,650.00	Oats ....sacks...	4,979	7,463.50
Bran....sacks ..	3,857	5,585.50	Oil-cake ....do....	26,509	33,136.25
Cheese ....boxes...	351	1,283.15	Rice....barrels...	34,259	361,432.45
Corn.... sacks...	32,012	66,021.05	Rye ....bushels...	1,387	970.90
Corn meal ....barrels...	2,905	5,698.25	Sugar ....hogsheads...	9,276	556,560.00
Cotton ....bales...	342,861	17,143,050.00	Wool....bales..	66,200	2,979,000.00
Cotton-seed oil....barrels...	40,628	487,536.00	Whisky ....barrels...	469	23,450.00
Flour ....do....	55,164	247,280.00	Other articles	....	10,673,422.00
Hides....	975,712	3,902,848.00			
Hay....bales...	1,370	4,384.00	Total	....	37,219,408.05
Lard....tierces...	128	3,328.00			

The coastwise trade of New Orleans during 1886 was as follows:

	Imports.	Exports.	Total.
New York	$50,811,816.99	$35,684,639.07	$86,496,456.06
Providence	6,478.00	580,394.10	586,872.10
Boston	26,767.00	404,961.33	431,728.33
Philadelphia	67,902.00	17,758.91	85,660.91
Baltimore	....	65,800.25	65,800.25
Other Atlantic ports	191,780.00	277,868.00	469,648.00
Gulf ports	337,884.00	1,233,562.45	1,571,446.45
Total	51,442,627.99	38,264,984.11	89,707,612.10

Statement, by articles, of the quantities and values of exports of merchandise from New Orleans to New York during the year ending December 31, 1886.

Articles.	Quantities.	Value.	Articles.	Quantities.	Value.
Almonds .....sacks...	254	$6,350.00	Meal, bone .....sacks...	928	$3,712.00
Antimony.....do.....	.....	5,523.00	Meal, cotton-seed, ...sacks...	50,393	50,393.00
Asphaltum.....do....	.....	11,727.00	Mineral water	.....	249.00
Ash, soda .....do.....	4,601	6,122.39	Mohair.....pounds...	44,700	16,230.00
Bagging.....bales...	13	123.56	Molasses .....barrels...	94,006	1,163,502.22
Bags	.....	1,780.00	Moss .....bales...	7,130	25,668.00
Balsam.....barrels...	22	2,215.00	Mustard.....pounds...	20,100	5,024.50
Bark	.....	608.00	Oats .....sacks...	972	1,389.96
Barley.....sacks...	86,301	129,451.50	Oil, mineral.....gallons...	35,120	9,482.40
Beans .....barrels...	30,893	322,821.85	Onions.....barrels and sacks.....	7,099	10,671.11
Bone-black .....do.....	11,360	68,160.00	Onyx.....	.....	2,625.00
Bones.....	.....	27,150.00	Oranges .....barrels...	21	231.00
Borax .....pounds...	1,046,350	93,244.50	Ores.....	.....	70,518.00
Brandy .....gallons...	2,492	6,230.00	Orchilla .....bales...	1,429	29,052.40
Broom-corn.....	.....	804.00	Paint.....	.....	3,785.50
Broom roots	.....	1,256.00	Paper	.....	943.00
Bullion	.....	3,600.00	Paper stock.....	.....	5,454.00
Butter .....tubs...	1,260	20,680.00	Pecans.....barrels and sacks.....	3,983	18,951.40
Cake, cotton-seed, ...sacks...	27,799	38,362.62	Pelts	.....	2,145.00
Canned goods.....cases...	47,965	263,807.50	Potash	.....	2,110.00
Cassia.....	.....	10,954.00	Potatoes.....barrels...	2,818	8,754.00
Cement.....sacks...	2,518	2,518.00	Preserves	.....	904.00
Champagne.....cases...	792	17,424.00	Raisins .....boxes...	169,725	263,073.75
Chicle.....	.....	4,530.00	Rags	.....	3,520.00
Cigarettes	.....	250.00	Reeds	.....	1,794.00
Clippings	.....	3,948.00	Rice .....barrels...	33,916	410,383.60
Cloves .....bales...	50	3,600.00	Rice.....sacks...	2,669	17,348.50
Coffee .....sacks...	12,878	169,381.96	Rice, polish and bran.....	.....	43,938.00
Cocoa.....do.....	135	3,170.60	Rubber.....pounds...	736,250	294,500.00
Cocoanuts	372,000	12,920.00	Saffron.....	.....	1,891.56
Copper.....pounds...	16,332,350	1,633,235.00	Salmon.....barrels...	3,143	42,420.50
Cork ..... bales...	15	1,125.00	Salmon .....cases...	20,384	81,536.00
Cotton.....do.....	341,394	16.045,518.00	Sal soda.....pounds...	19,800	207.26
Cotton-seed oil, ...barrels...	24,432	354,264.00	Salt.....do.....	264,000	1,584.00
Currants.....barrels...	17	204.00	Santa yerba.....	.....	990.00
Domestics.....bales...	3,073	284,252.50	Sarsaparilla.....pounds...	229,825	55,158.00
Dried fruit	.....	5,320.00	Seed.....sacks...	15,353	115,047.50
Duck .....bales...	97	9,700.00	Shingles.....bundles...	7,796	2,727.60
Eggs .....boxes...	898	5,388.00	Shells	.....	591.00
Feathers	.....	1,740.00	Shooks .....bundles...	9,337	24,008.63
Fertilizers.....sacks...	400	480.00	Skins.....do.....	279,760	1,220,944.00
Fiber.....bales...	102	1,530.00	Skins (alligator)	1,270	11,176.00
Fillers	.....	1,302.00	Skins (seal)	610	7,625.00
Fire-brick	.....	2,513.00	Soap .....barrels...	1,000	2,750.00
Flour..barrels and sacks	.....	1,351.60	Soapstock .....do.....	6,701	10,051.50
Furs	.....	5,728.00	Splits	.....	1,927.00
Fustic.....	.....	24,598.40	Sponges .....bales...	57	2,280.00
Garlic.....	.....	362.50	Staves.....	534,923	62,962.10
Glue.....barrels...	2,669	16,014.00	Stearine.....	.....	168.50
Guano.....sacks...	3,640	5,745.00	Sugar .....pounds...	16,840,540	1,052,528.13
Hair.....pounds...	666,850	170,633.75	Tallow .....do....	343,100	13,724.00
Hay.....bales...	382	1,113.50	Tea.....	.....	31,790.00
Hides	596,713	2,625,537.20	Tin, scrap	.....	5,340.00
Hoarhound	.....	312.00	Tobacco.....packages...	494	8,151.00
Honey.....pounds...	402,600	144,936.00	Tobacco.....hogsheads...	49	8,085.00
Hops .....bales...	14,342	157,762.00	Vehicles	.....	11,263.00
Horns.....	2,851	142.55	Vinegar .....barrels...	10	57.60
Hulls.....	.....	168.00	Walnuts	.....	5,058.00
Iron .....tons...	125	2,625.00	Wax .....pounds...	2,560	614.40
Iron, bar	.....	3,264.00	Whalebone.....do.....	69,452	156,266.00
Istle ..... bales...	9,923	148,845.00	Whisky.....barrels...	48	2,620.00
Ivory (whale)	.....	4,625.00	Wines .....gallons...	753,370	436,954.60
Jalop .....bales...	77	3,696.00	Wood, Lima	.....	32,350.00
Junk.....	.....	10,386.00	Wood, hard	.....	6,061.50
Lard	.....	675.00	Wool .....bales...	76,869	3,382,236.00
Lead .....pounds...	1,328,900	45,129.40	Zinc.....	.....	450.00
Leather, kips, etc	.....	254,940.00	Miscellaneous	.....	2,995,183.00
Linters .....bales...	632	9,480.00			
Logwood.....tons...	1,642	42,692.00			
Lumber.....feet...	882,000	22,932.00	Total value of shipments to New York..	.....	35,684,639.07
Matting..rolls and bales.	10,748	107,480.00			

Statement, by articles, of the quantities and values of imports of merchandise at New Orleans from coastwise ports other than New York, for the year ending December 31, 1886.

	Coal.	Cotton.	Fish.	Fruits and vegetables.	Guano.	Ice.	Istle.	Lead.
		Bales.				*Tons.*	*Bales.*	*Pigs.*
Cedar Keys, Fla				$7,260				
Wood's Holl					$972			
Tampa				70,909				
Sarasota, Fla				1,610				
Rockport, Me						3,769		
Philadelphia	$5,216							
Pensacola			$20,830	2,813				
Orient, L. I					602			
New Bedford					750			
Mobile		1,767		8,600				
Key West				60,202				
Fort Myers				4,255				
Corpus Christi							172	1,650
Camden, N. J						950		
Boston						1,820		
Bath, Me						2,540		
Bangor, Me						940		
Appalachicola, Fla			2,520	15,105				

	Lumber.	Oil.	Oysters.	Paving and building stones.	Ship timber.	Miscellaneous.	Total value.
	Feet.	*Gallons.*		*Tons.*			
Cedar Keys, Fla						$3,040	$10,300
Wood's Holl							29,160
Tampa						12,020	82,929
Sarasota, Fla						802	2,412
Rockport, Me							37,690
Richmond, Va						27,307	27,307
Providence						6,478	6,478
Philadelphia		94,515				5,220	67,902
Pensacola	367,000		$2,728			7,860	39,736
Orient, L. I							18,060
New Bedford							22,500
Nantasket						2,020	2,020
Mobile						2,100	93,749
Key West						13,986	74,188
Galveston						6,225	6,225
Fort Myers						1,500	5,755
Corpus Christi						5,608	22,590
Camden, N. J							9,500
Boston				$964		5,675	26,767
Bath, Me				775	$4,868	3,550	36,143
Bangor, Me							9,400
Appalachicola, Fla			12,880			2,502	33,007

Statement, by articles, of the quantities and values of exports of merchandise from New Orleans to coastwise ports other than New York, for the year ending December 31, 1886.

	Baltimore.	Boston.	Brazos Santiago.	Corpus Christi.	Fort Myers.	Galveston.
Total value	65,800.25	404,961.33	28,002.00	55,805.00	4,293.50	80,560.00
Beer ... barrels				423		
Bran ... sacks				918	75	
Canned goods ... cases				242		
Coal ... tons						820
Coffee ... sacks			202			3,032
Corn ... do			246	262	225	
Corn meal ... barrels					20	
Cotton ... bales		7,885				
Flour ... barrels			480	812	66	
Grits ... do					40	
Groceries ... boxes			1,283	1,205		
Hay ... bales				410	10	
Hams ... tierces				92		
Iron ... tons		29				
Lard ... tierces			45			
Lumber ... feet					30,000	
Molasses ... barrels	1,922	261				
Oats ... sacks			114	516	55	
Rice ... barrels	641		52	323		
Staves ... pieces		10,600				
Sugar ... hogsheads	416		26			
Tobacco ... cases			20			
Whisky ... barrels			11	160		
Miscellaneous merchandise and sundries	$15,270	$25,200	$8,150	$14,340	$2,725	$16,320

	Key West via Tampa.	Philadelphia.	Providence.	Sarasota.	Warren, R. I.	Appalachicola, Fla.
Total value	1,056,644.45	17,758.91	580,394.10	5,383.00	277,868.00	2,874.50
Barrels ... empty			3,000			
Bacon ... boxes	129					
Beer ... barrels	1,572					
Bran ... sacks	5,472					
Butter ... packages	320					
Canned goods ... cases	13,145					
Cheese ... boxes	125					
Coffee ... sacks	505					
Corn ... do	80,665					150
Corn meal ... barrels	4,242					
Cotton ... bales			5,953		5,796	
Cotton-seed meal ... sacks	323		7,739			
Crackers ... boxes	253					
Flour ... barrels	25,003					213
Do ... sacks	59,135					
Grits ... barrels	2,320					
Groceries ... boxes	74,423					
Hay ... bales	225					
Hams ... tierces	398					
Iron ... tons			242		80	
Lard ... tierces	195					
Lumber ... feet	26,190					
Oats ... sacks	10,560					
Oil, cotton-seed ... barrels			16,388			
Oil, mineral ... gallons	3,550					
Onions ... barrels	160					110
Potatoes ... do	225					
Rice ... do	52					
Rosin ... do	230					
Soap ... do	60		1,206			
Soapstock ... do	3,774		1,604			
Soda ash ... pounds			2,000			
Starch ... boxes	125					
Staves ... pieces		100,382				
Whisky ... barrels	275					
Miscellaneous merchandise and sundries	$255,308	$6,215	$20,256	$5,383	$2,360	$1,002

Statement, by articles, of the quantities and values of imports of merchandise into New Orleans from New York during the year ending December 31, 1886.

Articles.	Quantity.	Value.
Agricultural implements		$194,493.00
Ammunition, including gunpowder, but not shot		81,378.50
Animals, live		22,326.50
Axle and machine grease ... pounds	67,520	3,376.00
Art works, bronzes, chromos, statuary, etc.		21,146.00
Baking powders, ... pounds	316,910	63,382.00
Base-ball goods		5,198.00
Bathing tubs, and materials		1,217.50
Bed-springs (copper and other materials)		1,835.00
Billiard goods		2,680.00
Birds (in cages)		632.00
Bitters ... cases	10,462	250,008.00
Blacking and shoe polish ... cases	70,226	63,332.50
Blueing ... boxes	4,590	6,896.00
Books and other printed matter		124,490.00
Braids, binding, etc., cotton, wool, and silk		17,857.00
BREAD AND BREADSTUFFS.		
Barley ... bushels	810	567.00
Bread and crackers ... pounds	102,560	10,256.00
Corn-starch ... do	26,240	1,312.00
Farina ... do	62,575	2,503.00
Flour ... barrels	558	2,232.00
Grits ... do	2,515	6,626.25
Macaroni, vermicelli, and paste ... boxes	38,080	57,120.00
Oatmeal ... pounds	135,120	6,756.00
Wheat (cracked) ... do	11,700	468.00
All others, and not otherwise specified		9,898.00
Total		97,738.25
Brooms and brushes		30,986.00
Buttons (horn, wooden, and metallic)		68,610.00
Bustles		14,420.00
Canary and hemp seed, ... pounds	30,360	1,518.00
Candles ... boxes	2,026	9,611.50
Candlesticks		113.00
Canned goods, miscellaneous ... cases	15,121	37,802.50
Casters		1,535.00
Cement ... barrels	22,515	45,030.00
Chalk and chalk crayon		1,512.00
CHEMICALS AND DRUGS.		
Acids, miscellaneous, ... pounds	72,318	14,463.60
Alum ... do	45,900	1,836.00
Arsenic ... do	72,815	3,640.75
Bicarbonate of soda, ... barrels	526	3,682.00
Bay rum ... gallons	206	412,00
Brimstone ... barrels	1,903	7,612.00
Borax ... do	60	2,060.00
Cassia		1,408.00
Camphor ... pounds	16,030	3,206.00
Castor oil ... gallons	9,462	9,462.00
Copperas ... barrels	1,544	5,790.00
Dye-stuffs, miscellaneous		1,916.00

Articles.	Quantity.	Value.
CHEMICALS AND DRUGS—continued.		
Glycerine ... pounds	21,956	$5,489.00
Licorice	23,410	4,682.00
Logwood ... pounds	147,460	14,746.00
Madder ... do	4,896	612.00
Medicines, patent		269,805.00
Salts ... pounds	103,208	3,476.00
Soda, sal ... do	652.524	13,050.48
Soda-ash ... do	12,660	253.20
Sulphur ... barrels	6,084	36,504.00
Tartaric acid ... pounds	1,792	896.00
All other drugs and chemicals, and not otherwise specified		373,656.47
Total		778,658.50
Chewing gum		812.50
Cloaks and cloakings		82,115.00
Clocks		51,260,00
Clothing, made up, of all material not elsewhere specified		3,995,623.00
Coffee ... bags	26,190	502,848.00
COPPER, AND MANUFACTURES OF—		
Brassware		14,986.00
Copper, and sheet copper ... pounds	273,600	27,360.00
Copper wire, kettles, and other manufactures of copper		10,393.20
Yellow metal		3,362.00
Total		56,101.20
Copy presses		1,695.00
Corks and cork wood		9,642.00
Corsets		106,426.00
COTTON, AND MANUFACTURES OF—		
Bagging ... yards	98,965	16.918.88
Belting		2,480.00
Cordage ... pounds	31,265	6,253.00
Cotton piece-goods, ... yards	44,382,625	5,103,811.88
Domestics ... bales	4,986	486,135.00
Knitting cotton, ... pounds	156,630	31,326.00
Jeans ... yards	94,682	11,583.00
Mosquito netting		5,886.00
Muslin ... yards	14,089	4,693.00
Quilts and comforters		37,618.00
Shirting and sheeting, ... yards	3,394,416	282,468.00
Shoddy		8,080.00
Thread ... boxes	218,425	131,550.00
Ticking ... yards	16,320	3,264.00
Underwear, made up		9,283.00
Velveteen ... yards	8,290	2,487.00
All others		10,808.00
Total		6,154,944.76
Dippers		91.60
Dusters, feather		880.00
Dry goods, miscellaneous (cotton, wool, silk, etc.) ... cases and bales	88,661	14,185,760.00
Electric-light goods		16,342.00
Elevators		12,696.00
Embroidery (mixed goods)		34,321.00

Statement, by articles, of the quantities and values of imports of merchandise, etc.—Continued.

Articles.	Quantity.	Value.
FANCY ARTICLES AND TOYS.		
Beads and bead work		$6,105.00
Fans		11,163.00
Feathers, ornamental		13,815.00
Flowers and feathers, artificial		27,310.50
Notions and fancy goods		227,786.00
Perfumery		39,399.60
Pipes of all kinds and smokers' articles		11,923.60
Straw fancy goods		3,186.00
Toilet powder		836.00
Toys		81,127.00
All other fancy articles		47,818.00
Total		470,469.70
Feathers (not ornamental)....pounds	6,108	2,036.00
Felt		9,282.00
FISH.		
Canned fish....cases	11.502	28,755.00
Sardines....do	1,582	6,336.00
Oysters and clams, canned....cases	11,035	17,656.00
All other fish		182,775.00
Total		235,522.00
Flavoring extracts, ...cases	1,334	5,336.00
Florists' goods		1,318.18
FOOD PRODUCTS (MISCELLANEOUS).		
Beans....barrels	11,286	106,961.00
Butter....tubs	4,437	55,555.00
Cheese..boxes and packages	16,787	53,717.40
Cider....gallons	30,596	7,649.00
Condensed milk..cases	41,481	248.886.00
Chocolate....pounds	58,978	14,742.00
Groceries (miscellaneous)		15,892.00
Garlic		526.00
Jelly....cases and pails	4,031	8,062.00
Mustard....gallons	4,093	2,455.80
Oleomargarine....lbs	81,240	12,186.00
Onions....barrels	184	796.00
Peas		2,223.00
Pickles....cases	1,608	4,824.00
Preserves....cases	3,085	7,662.00
Sauces, etc....do	3,265	9,795.00
Vegetables, canned, ...cases	36,520	100,432.00
Vinegar....barrels	1,072	6,432.00
All others		8,891.00
Total		667,887.20
Frames, picture		4,562.00
Freezers (wooden and metallic)		2,906.00
FRUITS AND NUTS.		
Apples....barrels	1,626	4,872.00
Apples (dried)..pounds	159,360	15,936.00
Citron....do	5,720	1,164.00
Cranberries		4,896.00
Currants....pounds	442,600	35,528.00
Dates....do	243,260	19,460.80
Figs....cases and kegs	8,426	14,926.00
Grapes....pounds	460,256	56,230.72
FANCY ARTICLES AND TOYS.		
Lemons....boxes	17,652	$83,846.00
Oranges....do	3,620	10,860.00
Olives....gallons	2,625	5,250.00
Prunes....pounds	462,939	23,146.95
Raisins....boxes	4,134	7,048.47
Fruit, canned....cases	7,126	21,378.00
Fruit, dried, not elsewhere specified, ...pounds	33,600	3,360.00
Fruits, miscellaneous		18,260.20
NUTS.		
Almonds....pounds	65,826	13,165.20
Brazil nuts....do	19,200	1,920.00
Chestnuts....do	219,480	10,974.00
Cocoanut, prepared, ...pounds	2,650	662.50
Peanuts....sacks	2,593	12,196.00
Walnuts....pounds	60,240	6,024.00
Nuts, mixed, and not elsewhere specified		9,242.20
Total		380,347.04
Furs		16,892.00
Gas fixtures		18,998.00
Ginger ale....gallons	492	246.00
GLASS AND CHINAWARE.		
Bottles and jars, empty		16,688.00
Crockery and stoneware		276,220.00
Glass, window....boxes	24,846	62,115.00
Glassware, not otherwise specified		77,107.00
Glass signs		430.00
Lamps and lampware		12,102.30
Mirrors		13,125.00
Plate-glass		25,680.00
Show-cases		10,013.00
Total		493,480.30
Glue....pounds	1,396	698.00
Granite		10,215.00
Grindstones		1,105.00
Gunny bags		11,168.00
Hair:		
Human		12,240.00
Animal....pounds	59,412	14,853.00
Hair-rope		2,623.00
Hammocks		576.00
Handkerchiefs (cotton, linen, silk, etc)		88,856.50
Hats and caps....boxes	68,099	1,652,547.00
Hats, straw		85,076.00
HEMP, JUTE, AND MANUFACTURES OF.		
Bagging....rolls	18,652	167,868.00
Burlaps		34,326.00
Hemp		17,173.00
Hemp carpet		2,382.00
Jute and manufactures of, not elsewhere specified		94,716.00
Rope and twine, ...pounds	86,745	17,357.00
Total		333,822.00
Herb tea....pounds	1,839	613.00
Hosiery (cotton, silk, etc.)		99,876.00
Ink		7,451.50

Statement, by articles, of the quantities and values of imports of merchandise, etc.—Continued.

Articles.	Quantity.	Value.
IRON AND STEEL, AND MANUFACTURES OF.		
Axes, hatchets, etc		$8,296.50
Bicycles	132	10,562.00
Boilers		32,155.00
Bolts, rivets, etc		4,326.80
Bridge iron		152,510.00
Car wheels	2,052	20,529.00
Car springs		54,115.00
Castings		78,664.00
Chains ... pounds	1,845	615.00
Cornices (iron)		5,962.00
Cotton-ties ... bundles	23,415	25,756.50
Cutlery		68,813.00
Hammers		5,120.00
Hardware, miscellaneous		631,375.00
Iron:		
Angle		5,420.00
Bar ... pounds	1,090,240	27,256.00
Piping		21,860.00
Railing		12,862.00
Roofing		11,280.00
Lightning-rods		3,305.00
Kettles, etc		5,572.00
Locks, etc		10,090.00
Machinery		290,946.00
Nails, spikes, etc. ... kegs	123,323	361,051.50
Needles		3,121.60
Sad-irons		1,690.00
Saws		30,986.00
Scales	4,011	20,055.00
Screws		864.00
Sheet-iron ... pounds	354,620	17,231.00
Steel		13,656.00
Steel rails ... tons	22,659	679,770.00
Stoves and ranges	5,553	30,537.00
Tacks, etc		816.00
Tin plate ... boxes	14,543	76,450.75
Tinware		46,560.00
Wire, barbed ... reels	180,256	863,669.35
Miscellaneous		128,018.00
Total		3,761,767.50
Japanned ware		3,023.00
Jewelry		11,596.00
Juice ... gallons	648	1,080.00
Knobs		2,915.00
Lace (cotton, mixed, etc.)		82,518.00
Lace curtains		41,268.00
Lead ... pounds	33,240	1,662.00
Lead-pencils		6,721.00
LEATHER, AND MANUFACTURES OF		
Belting		3,312.00
Boots and shoes ... boxes	84,901	4,152,759.60
Gloves		120,386.50
Leather and kips, ... pounds	1,027,680	308,304.00
Leather bags and other goods		24,116.00
Saddlery and harness, ... pounds	92,373	34,509.00
Slippers		1,660.00
All others		13,542.00
Total		4,658,589.10
Lime ... barrels	10,102	20,204.00
LINEN, AND MANUFACTURES OF.		
Collars and cuffs		24,180.00
Duck		94,156.00
Linen		272,160.00
Sheets		84,825.00
LINEN, AND MANUFACTURES OF—continued.		
Toweling, etc		$32,427.00
All other manufactures of linen		42,135.753
Total		549,885.75
Lye ... boxes	26,354	92,239.00
Mantels		28,890.00
Marble		4,263.00
Marble dust		2,065.00
Masks		293.00
Matches ... cases	5,693	1,969.75
Matting, China ... rolls	4,617	46,170.00
Matting, cocoa		3,632.00
Mattresses		2,160.00
MEATS AND PROVISIONS.		
Bacon ... pounds	148,560	18,320.00
Beef ... barrels	347	2,620.00
Extract of beef		5,020.00
Hams ... tierces	101	3,998.50
Meats, canned ... cases	13,018	32,245.00
Pork ... barrels	132	1,848.00
Provisions, not elsewhere enumerated		18,242.50
Total		82,293.50
Metallic monuments		7,521.00
Mercury ... pounds	1,632	816.00
Millinery goods not elsewhere enumerated		45,463.00
Mineral waters ... cases	4,017	22,093.50
Mucilage		906.00
Musical instruments		21,115.00
Neckwear		18,175.00
Oakum ... pounds	63,250	6,325.00
Oil, mineral ... gallons	1,173,792	146,724.00
Oil, linseed ... do	11,664	2,916.00
Oil, lubricating ... do	46,537	9,307.40
Oil-cloth ... bundles	2,418	48,360.00
Oil-clothing		368.00
Organs	1,282	25,640.00
Paint ... pounds	785,080	98,135.00
PAPER AND MANUFACTURES OF.		
Blotting-paper		603.00
Cards, show		3,998.00
Cards, playing		12,671.00
Collars		710.00
Paper bags		7,035.00
Paper boxes		6,226.00
Paper, printing, ... pounds	3,744,500	261,115.00
Paper, writing ... pounds	402,150	80,430.00
Tags		1,085.00
Stationery, general		90,375.00
Wall paper		169,316.00
Wrapping paper, ... pounds	296,373	22,228.00
All others		39,822.00
Total		695,614.00
Parasols and umbrellas		98,135.00
Pianos	511	97,600.00
Pitch ... barrels	516	774.00
Plaster ... do	3,923	7,846.00
Plated ware, not elsewhere enumerated		11,892.60
Plumbers' ware		7,152.60
Plumbago ... pounds	12,240	1,224.00
Putty ... do	7,500	225.00
Rubber ... do	23,161	13,896.60

Statement, by articles, of the quantities and values of imports of merchandise, etc.—Continued.

Articles.	Quantity.	Value.
PAPERS, ETC.—cont'd.		
Rubber goods (belting, shoes, packing, etc)		$197,835.00
Seed		2,735.00
Sewing machines	14,865	290,615.00
Shot ... bags	7,321	21,963.00
SILK AND MANUFACTURES OF.		
Plush		5,136.00
Ribbons		17,823.00
Satin		82,255.00
Silk		31,506.00
Silk thread		6,321.00
Velvet		9,613.00
Total		152,654.00
Silverware		19,582.00
Slate, school		2,152.00
Slate, roofing, square	24,382	164,578.50
Soap, fine ... boxes	3,916	48,950.00
Soap, yellow ... do	50,495	113,516.75
Soap, preparations of (sapolio, pearline, etc.) ... cases	12,320	45,071.00
Soapstone		1,813.00
Soda-water apparatus		2,011.00
SPICES.		
Ginger ... pounds	30,150	3,015.00
Pepper ... do	923,180	18,463.60
All others		17,732.70
Total		39,211.30
Spittoons		296.00
SPIRITS.		
Champagne ... cases	3,987	99,675.00
Claret ... do	1,568	12,542.00
Gin ... gallons	1,812	2,416.00
Rum ... do	6,280	6,280.00
Sherry ... do	880	1,320.00
Whisky ... barrels	2,061	103,050.00
Miscellaneous and not elsewhere specified		122,625.00
Total		347,908.00
Sponges		2,893.00
Spoons, forks, etc		10,150.00
Starch ... boxes	1,414	2,474.50
Stove polish ... pounds	21,280	2,660.00
Straw		5,360.00
SUGAR.		
Candies and confections		32,304.00
Grape sugar		492.00
Maple sugar ... pounds	25,956	2,163.00
Sugar, refined ... do	27,306	554,982.00
Sirup ... gallons	63,446	21,182.00
Total		611,123.00
Sumac ... tons	23	1,368.00
Suspenders (cotton, silk, etc		863.00
Syringes		1,190.60
Tallow ... pounds	24,450	978.00
Telegraphic goods		19,965.00
Tea ... pounds	428,862	142,954.00
Thermometers		816.00
Thimbles		1,960.00
Tinfoil		865.00

Articles.	Quantity.	Value.
TOBACCO.		
Cigars		$240,768.00
Cigarettes		18,462.00
Plug tobacco		76,499.00
Smoking tobacco		77,005.00
Snuff		65,259.00
Tobacco (not specified)		196,450.75
Total		674,443.75
Tools, mechanics' implements, etc		4,696.00
Trimmings not elsewhere enumerated		19,108.00
Trusses		2,063.00
Trunks	6,157	18,461.00
Type ... pounds	74,320	22,296.00
Type-writers	298	13,126.00
Upholstering goods, not elsewhere enumerated		19,683.00
Varnish ... barrels	882	1,321.00
Vehicles and parts of carriages, buggies, etc	302	75,320.00
Children's carriages	528	5,326.00
Carts, wagons, etc	613	50,438.00
Wheels, hubs, and other wheelwrights' materials		44,276.00
Total		175,360.00
Veterinary goods		1,996.00
Washing-machines		3,623.00
White lead ... kegs	1,322	3,966.00
Whiting ... pounds	368,160	6,136.00
WOODENWARE.		
Baskets		22,618.00
Brackets, molding, etc		5,670.00
Buckets and pails		15,167.00
Chair and furniture stock		67,052.50
Churns		2,992.00
Clothes-pins		300.40
Furniture		107,555.00
Refrigerators		1,892.00
Shooks, bundles	1,046	5,230.00
Tubs		1,328.00
Washboards		1,233.00
Wheelbarrows		264.00
Willow-ware		3,618.00
Woodenware, miscellaneous		21,255.00
Total		256,174.90
WOOL, AND MANUFACTURES OF.		
Blankets		109,380.00
Bunting		22,464.00
Carpets, rolls	32,399	777,576.00
Flannels		213,360.00
Rugs		14,463.00
Shawls		27,269.00
Underwear, knitted, etc		51,923.00
Yarn ... pounds	50,460	30,276.00
Woolen goods not elsewhere specified		892,472.25
Total		2,139,183.25
Zinc ... boxes	11,812	23,624.00
Miscellaneous articles not elsewhere enumerated, or the character of which is not specified in the manifest, and is therefore not given		2,586,668.16
Grand total		50,811,816.99

APPENDIX.

GENERAL RIVER FREIGHT TARIFF.

The complaints made in regard to the river rates induced the steam-boat men in 1883 to attempt to arrange matters more satisfactorily. At their suggestion a committee of merchants, representing the Cotton, Produce, and Sugar Exchanges and other commercial bodies, was appointed to frame a tariff of rates for the various lines of river trade centering at New Orleans. The committee met, devoted some time to the consideration of the matter, and finally promulgated the following tariff, which sought to establish a graded freight rate for points on the river proportionate to the distance traveled. It was hoped through this tariff to revive the river business, as loud complaints were made by the merchants against some of the rates then prevailing. The steam-boat men objected at first to this tariff, but finally accepted it. It was made just about the time the steamboats felt the immediate competition of the railroads built parallel to the Mississippi and the Red, and it has therefore been seriously amended since.

Tariff of freight.

[All agricultural implements returned for repairs at one-half tariff rates. Extra heavy machinery subject to special contract.]

Articles.	From New Orleans to—						
	Donaldsonville, Bayou Goula, Plaquemine, Baton Rouge, Port Hickey, Bayou Sara.	Way landings between New Orleans and Bayou Sara.	All public landings embraced in list between above Bayou Sara to Helena.	Way landings above Bayou Sara to Helena.	Yazoo River public landings.	Yazoo River way landings.	Tallahatchie River.
Barrels:							
Ale, porter, beer, and cement, per barrel	$0.30	$0.35	$0.35	$0.40	$0.70	$0.80	$0.90
Sugar and rice, per 100 pounds	.10	.12	.11	.12½	.22	.25	.30
Flour, meal, rosin, plaster, grits, lime ... per barrel	.20	.25	.22	.27½	.45	.55	.57
Pork, beef, and mackerel ... do	.35	.42	.40	.45	.80	.90	1.00
Whisky, brandy, gin, and oil, per barrel	.50	.60	.55	.65	1.10	1.30	1.40
Molasses ... per barrel	.50	.60	.55	.65	1.10	1.30	1.40
Do ... per half barrel	.25	.30	.27½	.33	.55	.65	.70
Apples, potatoes, and onions, per barrel	.25	.30	.27½	.33	.55	.65	.70
Oranges ... per barrel	.35	.40	.40	.45	.80	.90	1.00
Smoking tobacco ... do	.30	.35	.30	.35	.60	.70	.75
Do ... per half barrel	.20	.25	.20	.25	.40	.50	.50
Casks:							
Claret ... per cask	1.00	1.25	1.15	1.35	2.30	2.70	2.75
Hardware, sugar, and bacon, per 100 pounds	.10	.12	.11	.12½	.22	.25	.30
Coal ... per cask	1.00	1.25	1.15	1.35	2.30	2.70	2.75
Crockery and merchandise, per cask	1.50	1.75	1.65	1.90	3.30	3.80	4.00
Bales:							
Gunnies ... per bale	1.00	1.25	1.15	1.35	2.30	2.70	2.75
Dry goods and merchandise, per 100 pounds	.20	.25	.20	.25	.40	.50	.50
Hay ... per bale	.40	.50	.40	.50	.80	1.00	1.00
Do ... per half bale	.20	.25	.20	.25	.40	.50	.50
Do ... per quarter bale	.15	.20	.15	.20	.30	.40	.37½
Crates:							
Crockery and merchandise, per 100 pounds	.20	.25	.20	.25	.40	.50	.50
Cabbage ... per 100 pounds	.15	.20	.16	.22	.32	.44	.40
Woodenware:							
Brooms, buckets, tubs, etc., per package	.15	.20	.16	.22	.32	.44	.40
Measures, barrel covers, and washboards ... per package	.15	.20	.16	.22	.32	.44	.40

Tariff of freight—Continued.

Articles.	From New Orleans to—						
	Donaldsonville, Bayou Goula, Plaquemine, Baton Rouge, Port Hickey, Bayou Sara.	Way landings between New Orleans and Bayou Sara.	All public landings embraced in list between above Bayou Sara to Helena.	Way landings above Bayou Sara to Helena.	Yazoo River public landings.	Yazoo River way landings.	Tallahatchie River.
Building materials:							
Bricks:							
Fire.....per 1,000...	$5.00	$6.00	$5.00	$6.00	$10.00	$12.00	$12.50
Country .....do.....	4.50	5.00	4.50	5.00	9.00	10.00	11.25
Lumber.....per 1,000 feet...	4.00	5.00	4.00	5.00	8.00	10.00	10.00
Slate.....per square...	1.25	1.50	1.25	1.50	2.50	3.00	3.00
Laths (bundles of 100), per bundle..	.07½	.10	.07½	.10	.15	.20	.20
Shingles .....do.....	.15	.20	.17	.22	.35	.45	.45
Cisterns:							
1,000 gallons or less.....each...	3.00	4.00	3.00	4.00	6.00	8.00	7.50
Over 1,000 gallons, per gallon..	.00¼	.00⅜	.00¼	.00⅜	.00½	.00¾	.00¾
Doors and frames .....each...	.75	1.00	.75	1.00	1.50	2.00	2.00
Sand.....per barrel...	.15	.20	.15	.20	.30	.40	.40
Sash, in packages, glazed, per cubic foot.....	.07½	.10	.07½	.10	.15	.20	.20
Sash, in packages, not glazed, per cubic foot.....	.04	.05	.04	.05	.08	.10	.10
Blind doors and window frames, ... per cubic foot...	.05	.07	.05	.07	.10	.14	.12½
Machinery:							
Boilers (all kinds), per 100 pounds..	.40	.45	.45	.50	.90	1.00	1.10
Corn mills (all sizes).....do	.25	.30	.27½	.33	.55	.66	.70
Cotton presses (all sizes) .....do.....	.20	.25	.22	.27½	.44	.55	.55
Circulars or straight saws...do.....	.30	.35	.33	.38	.65	.75	.80
Straw-cutters and corn-shellers, per 100 pounds	1.00	1.20	1.10	1.32	2.20	2.65	2.75
Plows:							
Small .....each...	.20	.25	.22	.27½	.44	.55	.55
Medium.....do.....	.30	.35	.33	.38	.65	.75	.80
Large .....do.....	.50	.60	.55	.65	1.10	1.30	1.35
Wheelbarrows:							
K. D.....do.....	.15	.20	.16	.22	.32	.44	.40
Set up .....do.....	.20	.25	.22	.27½	.44	.55	.55
Portable engines..per 100 pounds...	.50	.60	.55	.55	1.10	1.30	1.35
Sulky plows:							
K. D .....do.....	.25	.30	.27½	.33	.55	.65	.70
Set up .....each...	1.50	1.75	1.65	1.90	3.30	3.80	4.10
Corn and cotton planters .....do.....	.30	.35	.33	.37½	.65	.75	.80
Cultivators (small).....do.....	.25	.30	.27½	.33	.55	.65	.70
Sulky cultivators.....do.....	1.50	1.75	1.65	1.90	3.30	3.80	4.10
Sulky cultivators, K. D., in bundles, per 100 pounds	.25	.30	.27½	.33	.55	.65	.70
Sulky rakes .....each...	1.50	1.75	1.65	1.90	3.30	3.80	4.10
Sulky rakes, K. D., in bundles, per 100 pounds	.25	.30	.27½	.33	.55	.65	.70
Sugar kettles.....per 100 pounds...	.25	.30	.27½	.33	.55	.65	.70
Horse-mowing machines.....each...	2.00	2.50	2.25	2.75	4.50	5.50	5.65
Horse-mower and reaper (combined) .....each...	3.00	3.50	3.25	3.75	6.50	7.50	8.00
Hand lawn-mowers .....do.....	.50	.60	.55	.65	1.10	1.30	1.35
Plow beams, handles, and wood implements.....per 100 pounds...	.25	.30	.27½	.33	.55	.65	.70
Road scrapers .....do.....	.20	.25	.22	.27½	.44	.55	.55
Scales, K. D., and boxed .....do.....	.20	.25	.22	.27½	.44	.55	.55
Harrows:							
One-horse .....each...	.30	.35	.33	.38	.65	.75	.80
Two-horse .....do.....	.50	.60	.55	.65	1.10	1.30	1.35
Thrashers.....per 100 pounds...	.50	.60	.55	.65	1.10	1.30	1.35
Horse powers.....do.....	.25	.30	.27½	.33	.55	.65	.70
Blacksmith bellows:							
Under 36-inch .....each...	.30	.35	.33	.38	.65	.75	.80
Over 36-inch .....do.....	.50	.60	.55	.65	1.10	1.30	1.35
Ox yokes .....do.....	.25	.30	.27½	.33	.55	.65	.70
Ox bows ..... per 100 pounds...	.25	.30	.27½	.33	.55	.65	.70
Iron hand pumps .....each...	.12½	.15	.14	.17	.27½	.35	.35
Wood hand pumps.....do.....	.15	.20	.17½	.22	.35	.44	.44
Wood tubing for pumps, per 100 pounds	.44	.45	.45	.50	.90	1.00	1.10
Iron, gas, and steam pipe, per 100 pounds	.20	.25	.22	.27½	.44	.55	.55

Tariff of freight—Continued.

Articles.	From New Orleans to—						
	Donaldsonville, Bayou Goula, Plaquemine, Baton Rouge, Port Hickey, Bayou Sara.	Way Landings between New Orleans and Bayou Sara.	All public landings embraced in list between above Bayou Sara to Helena.	Way landings above Bayou Sara to Helena.	Yazoo River public landings.	Yazoo River way landings.	Tallahatchie River.
Machinery—Continued.							
Steam pumps .....per 100 pounds...	$0.25	$0.30	$0.27½	$0.33	$0.55	$0.65	$0.70
Stock—							
Horses, mules, cows, etc .....each...	3.00	3.60	3.50	4.00	7.00	8.00	8.75
Horses, mules, cows, over five head .....each...	2.00	2.40	2.25	2.75	4.50	5.50	5.75
Cows and calves together (2), both	4,00	5,00	4.00	5.00	8.00	10.00	10.00
Bagging—							
India or jute:							
Per roll	.20	.25	.20	.25	.40	.50	.50
Per half roll	.10	.12	.11	.12½	.22	.25	.27½
Per quarter roll.....	.08	.10	.08½	.11	.17	.22	.22
Boxes and cases—							
Hardware.....per 100 pounds...	.10	.12	.11	.12½	.22	.25	.27½
Trunks:							
In nests .....per nest....	.30	.35	.33	.38	.65	.75	.80
Merchandise, per 100 pounds...	.30	.35	.33	.38	.65	.75	.80
Merchandise, in boxes or cases, per 100 pounds.....	.30	.35	.33	.38	.65	.75	.80
Soap, candles, starch, etc ....each...	.12½	.15	.12½	.15	.25	.30	.30
Crackers, canned goods, etc ..do.....	.12½	.15	.12½	.15	.25	.30	.30
Wines and liquors.....do.....	.20	.25	.22	.27½	.45	.55	.57
Champagne, boxes or baskets, each.....	.30	.35	.35	,40	.70	.80	.85
Tin plate.....each...	.12½	.15	.12½	.15	.25	.30	.30
Oranges and lemons.....per box...	.25	.30	.30	.35	.60	.70	.75
Axes:							
Double..... ....per box...	.25	.30	.25	.30	.50	.60	.62½
Single.....do.....	.20	.25	.20	.25	.40	.50	.50
Tobacco:							
One-half boxes .....each...	.25	.30	.25	.30	.50	.60	.62½
Caddies, four together per package.....	.50	,60	.50	.60	1.00	1,20	1.25
Caddies, two together, per package	.25	.30	.25	.30	.50	.60	.62½
Caddies, or one-quarter boxes, each	.15	.20	,15	.20	.30	.40	,40
Cigars, in cases.....per 100 pounds...	.30	.35	.35	.40	.70	·80	.85
Smoking tobacco:							
In cases of 50 pounds.....each....	.25	.30	.27½	.33	.55	.65	.70
In cases of 25 pounds.....do.....	.15	.20	.20	.25	.40	.50	.50
In buckets .....do.....	.12½	,15	.12½	.15	.25	,30	.30
Boots and shoes, in boxes or cases, per 100 pounds.....	.25	.30	.27½	.33	.55	.65	.70
Hats, caps, etc., in boxes and cases, per 100 pounds.....	.50	.60	.55	.65	1.10	1.30	1.35
Gin stands..... ....per saw...	.06	.07	.07	.08	.14	.16	.17
Condensers and feeders, per 100 pounds	.30	.35	.33	.38	.65	.75	.80
Pianos, square or upright, boxed, each.....	5.00	6.00	5.50	6.60	11.00	13.25	13.75
Coal oil box (2 cans)..... per box...	.30	.35	.30	.35	.60	.70	.75
Bananas:							
In bunches..... .....per bunch...	.15	.20	.15	.20	.30	.40	.40
In boxes .....per box...	.50	.60	.50	.60	1.00	1.20	1.25
Bacon and D. S. meats, per 100 pounds.....	.10	.12	.11	.12½	.22	.25	.27
Rope—							
Cotton, grass or sisal, small, per coil	.12½	.15	.15	.17½	.30	.35	.37½
Large coils ... per 100 pounds...	.20	.25	.22	.27½	.45	.55	.57
Fencing wire.....per 100 pounds...	.20	.25	.22	.27½	.55	.45	.57
Kegs—							
Nails, lard, spices, and groceries, per keg.....	.12½	.15	.15	.17½	.30	.35	.37½
White lead and paints, per 100 pounds	.12½	.15	.15	.17½	.30	.35	.37½

Tariff of freight—Continued.

Articles.	From New Orleans to—						
	Donaldsonville, Bayou Goula, Plaquemine, Baton Rouge, Port Hickey, Bayou Sara.	Way landings between New Orleans and Bayou Sara.	All public landings embraced in list between above Bayou Sara to Helena.	Way landings above Bayou Sara to Helena.	Yazoo River public landings.	Yazoo River way landings.	Tallahatchie River.
Kegs—Continued.							
Medicines.....per 100 pounds...	$0.20	$0.25	$0.25	$0.30	$0.50	$0.60	$0.62½
Liquors and oils.....per keg....	.25	.30	.25	.30	.50	..60	.62½
Powder:							
Kegs.....	.75	1.00	.75	1.00	1.50	2.00	2.00
Half kegs.....per keg...	.40	.50	.40	.50	.80	.90	1.00
Quarter kegs.....do.....	.25	.35	.25	.35	.50	.70	.70
Shot and lead.....do.....	.40	.50	.40	.50	.80	1.00	1.00
Molasses:							
Eight and 10 gallons, per keg...	.15	.20	.15	.20	.30	.40	.40
Five gallons.....do.....	.10	.12½	.10	.12½	.20	.25	.25
Carriages, etc.—							
Double carriages.....each...	6.00	7.00	6.00	7.00	12.00	14.00	15.00
Hacks and jerseys.....do.....	4.00	5.00	4.00	5.00	8.00	10.00	10.00
Rockaway and barouches...do.....	5.00	6.00	5.00	6.00	10.00	12.00	12.50
Buggies with tops.....do.....	3.50	4.25	3.50	4.25	7.00	8.50	8.75
Buggies without tops.....do.....	2.50	3.00	2.50	3.00	5.00	6.00	6.25
Sulkies.....do.....	2.00	2.50	2.00	2.50	4.00	5.00	5.00
Sewing-machine wagons.....do.....	2.00	2.50	2.00	2.50	4.00	5.00	5.00
Baby carriages.....do.....	.50	.60	.50	.60	1.00	1.20	1.25
Buggy hubs, spokes, rims, each per bundle.....	.25	.30	.25	.30	.50	.60	.62½
Buggy shafts, axles, iron, per bundle.....	.25	,30	.25	.30	.50	.60	.62½
Pairs buggy shafts, complete, per bundle.....	.50	.60	.50	.60	1.00	1.20	1.25
Set buggy wheels:							
Complete.....per bundle...	.75	.90	.75	.90	1.50	1.75	2.00
Less iron.....do.....	.50	.60	.50	.60	1.00	1.20	1.25
Wagon and cart materials, per 100 pounds.....	.20	.25	.20	.25	.40	.50	.50
Wagon timbers sawed, per 100 pounds.....	.20	.25	.20	.25	.40	.50	.50
Wagon and cart wheels, per 100 pounds.....	.20	.25	.20	.25	.40	.50	.50
Iron and castings—							
Bars, bundles, and slabs, per 100 pounds.....	.15	.20	.17½	.22	.35	.45	.45
Castings and hollow ware, per 100 pounds.....	.25	.30	.27½	.33	.55	.65	.70
Anvils and sheet-iron, per 100 pounds.....	.15	.20	.17½	.22	.35	.45	.45
Stoves:							
Under 100 pounds, per 100 pounds.....	1.00	1.25	1.10	1.40	2.20	2,75	3.25
One hundred pounds and over, per 100 pounds.....	.75	1.00	.85	1.10	1.70	2.20	2.20
Cotton ties:							
Per bundle.....	.08	.10	.08	.10	.16	.20	.20
Over 25 bundles...per bundle...	.05	.06	.05	.06	.10	.12	.12½
Iron safes:							
Two thousand pounds and under, per 100 pounds.....	.35	.42	.35	.42	.70	.80	.85
Over 2,000 pounds and under 3,000, per 100 pounds.....	.50	.60	.50	.60	1.00	1.20	1.25
Over 3,000 pounds, per 100 pounds.....	.65	.80	.65	.80	1.30	1.60	1.65
Demijohns—							
Empty, in lots, per gallon.....	.02	.02½	.02	.02½	.04	.05	.05
Filled, 1 to 3 gallons.....each...	.25	.30	.25	.30	.50	.60	.62½
Filled, 5 gallons.....do.....	.40	.50	.40	.50	.80	1.00	1.00
Sacks—							
Coffee.....per sack...	.20	.25	.20	.25	.40	.50	.50
Corn and cow-peas, per 100 pounds	.10	.12	.10	.12	.20	.25	.25
Pepper, spices, and nuts, per sack..	.30	.35	.35	.40	.70	.80	.85
Onions, meat, and potatoes, per sack.....	.30	.35	.30	.35	.60	.70	.80

Tariff of freight—Continued.

Articles.	From New Orleans to—						
	Donaldsonville, Bayou Goula, Plaquemine, Baton Rouge, Port Hickey, Bayou Sara.	Way landings between New Orleans and Bayou Sara.	All public landings embraced in list between above Bayou Sara to Helena.	Way landings above Bayou Sara to Helena.	Yazoo River public landings.	Yazoo River way landings.	Tallahatchie River.
Sacks—Continued.							
Salt:							
Less than 20 sacks...per sack...	$0.25	$0.30	$0.25	$0.30	$0.50	$0.60	$0.62½
Twenty sacks or more, per sack.....	.20	.25	.20	.25	.40	.50	.50
Bran and oats.....per 100 pounds...	.10	.12	.11	.12½	.22	.25	.25
Wagons—							
Two and one horse, K. D...each...	3.00	3.75	3.00	3.75	6.00	7.50	7.50
Four-horse, K. D.....do.....	4.50	5.50	4.50	5.50	9.00	11.00	11.25
Cane carts, 3-mule.....do.....	5.00	6.00	5.00	6.00	10.00	12.00	12.50
Timber wheels, according to size, each.....	6.00 to 10.00	7.50 to 12.00	6.00 to 10.00	7.50 to 12.00	12.00 to 20.00	15.00 to 24.00	15.00 to 25.00
Carts, with body, one horse, each...	2.50	3.00	2.50	3.00	5.00	6.00	6.25
Furniture—							
Armoires:							
Common, K. D. or set up each	1.00	1.25	1.10	1.40	2.20	2.75	2.80
Fine, K. D .....each...	1.50	1.75	1.65	1.90	3.30	3.80	4.00
Fine, K. D., glass door .....do.....	2.00	2.50	2.20	2.75	4.40	5.50	5.50
Book-cases:							
Common, glass door.....each...	.75	.90	.85	1.00	1.70	2.00	2.10
Fine, glass door.....do.....	1.00	1.25	1.10	1.40	2.20	2.80	2.80
Beds:							
Common, low posts .....each...	.50	.60	.55	.65	1.10	1.30	1.35
Common, French, high post or Victoria.....each...	.75	.90	.85	1.00	1.70	2.00	2.10
Common, high post, with tester .....each...	1.00	1.25	1.10	1.40	2.20	2.60	2.70
Victoria, medium.....do.....	1.50	1.75	1.65	1.90	3.30	3.80	4.00
Victoria, fine .....do.....	2.00	2.25	2.20	2.50	4.40	5.00	5.50
Bureaus:							
Common, with glass .....each...	.75	.90	.85	1.00	1.70	2.00	2.10
Common, marble top and glass ..... each...	1.00	1.25	1.10	1.40	2.20	2.60	2.70
Fine, marble top, glass...do.....	1.50	1.75	1.65	1.90	3.30	3.80	4.00
Chairs:							
Common wood or split bottoms (2) .....per bundle...	.10	.12½	.11	.14	.22	.28	.28
Cane bottom (2).....do.....	.15	.17½	.16	.20	.32	.40	.40
Fine (2) .....do.....	.20	.25	.22	.27½	.44	.55	.55
Parlor (2) .....do.....	.25	.30	.27½	.33	.55	.65	.70
Rockers, wood.....each...	.10	.12½	.11	.14	.22	.28	.28
Common cane rockers.....do.....	.15	.17½	.16	.20	.32	.40	.40
Fine cane rockers .....do.....	.20	.25	.22	.27½	.44	.55	.55
Arm or cane, per bundle (2).....	.15	.17½	.16	.20	.32	.40	.40
Arm parlor .....each...	.40	.50	.45	.55	.90	1.10	1.15
Desks:							
Fall leaf, 2 packages.....each...	.50	.60	.55	.65	1.10	1.30	1.35
Standing, K. D .....do.....	1.00	1.25	1.10	1.40	2.20	2.60	2.70
Fine cylinder .....do.....	1.50	1.75	1.65	1.90	3.30	3.80	4.00
Hat-racks:							
Common	.25	.30	.27½	.33	.55	.65	.70
Fine .....each...	1.50	1.75	1.65	1.90	3.30	3.80	4.00
Medium.....do.....	1.00	1.25	1.10	1.40	2.20	2.60	2.70
Mattresses:							
Lounge or cot .....each...	.10	.12½	.11	.14	.22	.28	.28
Single.....do.....	.15	.17½	.16	.20	.32	.40	.40
Three-quarters..... .....do.....	.20	.25	.22	.27½	.45	.55	.55
Double ....do.....	.25	.30	.27½	.33	.55	.65	.70
Spring .....do.....	1.50	1.75	1.65	1.90	3.30	3.80	4.00
Spring bottom .....do.....	.20	.25	.22	.27½	.45	.55	.55
Safes:							
Common, single .....each...	.50	.60	.55	.65	1.10	1.30	1.35
Common, double .....do.....	.75	.90	.85	1.00	1.70	2.00	2.10
Fine, double .....do.....	1.00	1.25	1.10	1.40	2.20	2.60	2.70
Sofas:							
Common.....do.....	.50	.60	.55	.65	1.10	1.30	1.35
Fine..... do.....	.75	.90	.85	1.00	1.70	2.00	2.10

Tariff of freight—Continued.

Articles.	From New Orleans to—						
	Donaldsonville, Bayou Goula, Plaquemine, Baton Rouge, Port Hickey, Bayou Sara.	Way landings between New Orleans and Bayou Sara.	All public landings embraced in list between above Sara Bayou to Helena.	Way landings above Bayou Sara to Helena.	Yazoo River public landings.	Yazoo River way landings.	Tallahatchie River.
Furniture—Continued.							
Sideboards:							
Common, wood top.....each...	$0.50	$0.60	$0.55	$0.65	$1.10	$1.30	$1.35
Common, marble top .....do.....	.75	.90	.85	1.00	1.70	2.00	2.10
Fine, marble top .....do.....	1.00	1.25	1.10	1.40	2.20	2.60	2.70
Tables:							
Common, small .....each...	.15	.17½	.16	.20	.32	.40	.40
Common, kitchen.....do.....	.20	.25	.22	.27½	.45	.55	.55
Common, extension.....do.....	.50	.60	.55	.65	1.10	1.35	1.35
Fine extension.....do.....	.75	.90	.85	1.00	1.70	2.00	2.10
Small marble top .....do.....	.30	.35	.33	.38	.65	.75	.80
Large marble top .....do.....	.50	.60	.55	.65	1.10	1.30	1.35
Washstands:							
Common single.....each.....	.15	.17½	.16	.20	.32	.40	.40
Common inclosed .....do.....	.25	.30	.27½	.33	.55	.65	.70
Common marble top .....do.....	.40	.50	.45	.55	.90	1.10	1.15
Fine marble top .....do.....	.50	.60	.55	.65	1.10	1.30	1.35
Furniture, boxed or K. D. in bundles .....per 100 pounds...	.30	.35	.33	.38	.65	.75	.80
Sewing-machines:							
Single.....each...	.75	.90	.75	.90	1.50	1.80	1.90
In lots.....do.....	.60	.75	.60	.75	1.20	1.50	1.80
K. D.....do.....	.50	.60	.50	.60	1.00	1.20	1.25
Oil cloth, rolls.....per 100 pounds ..	.15	.20	.15	.20	.30	.40	.40
Carpets, rolls.....do.....	.50	.60	.50	.60	1.00	1.20	1.25
Tierces:							
Hams, lard, bacon, etc, per 100 pounds	.10	.12	.11	.12½	.22	.25	.27
Crockery and glassware.....do.....	.20	.25	.22	.27½	.45	.55	.57
Sundries:							
Printing paper.....per bundle...	.25	.30	.25	.30	.50	.60	.62½
Wrapping paper...per 100 pounds...	.30	.35	.30	.35	.60	.70	.75
Carboys acid .....each...	1.50	1.75	1.50	1.75	3.00	3.50	3.75
Oil in baskets .....do.....	.20	.25	.22	.27½	.45	.55	.55
Collars, hames, etc., per ½ dozen bundle.....	.15	.20	.15	.20	.30	.40	.40
Mackerel, salmon, etc .....per kit...	.10	.12½	.12½	.15	.25	.30	.30
Butter:							
Firkins .....per 100 pounds...	.25	.30	.25	.30	.50	.60	.62½
Tubs ..... do.....	.30	.35	.30	.35	.60	.75	.75
Leather, rolls .....do.....	.25	.30	.27½	.33	.55	.65	.70
Ice:							
In casks.....per 100 pounds...	.10	.12	.11	.12½	.22	.25	.27
In less than casks.....do.....	.20	.25	.22	.27½	.45	.55	.55
Spades, shovels, hoes, etc.....per bundle.....	.20	.25	.22	.27½	.45	.55	.57
Sifters.....do...	.10	.12½	.15	.20	.30	.40	.40
Hogshead hoop-poles.....per M...	5.00	6.00	5.00	6.00	10.00	12.00	12.50
Barrel hoop-poles.....do.....	3.50	4.00	3.50	4.00	7.00	8.00	8.75
Trucks, small.....each...	.50	.60	.55	.65	1.10	1.30	1.35

Show-cases subject to special contract.

No bills of lading signed for less than 50 cents. All freight returned down river at same rates.

Public landings between New Orleans and Bayou Sara: Donaldsonville, Bayou Goula, Plaquemine, Baton Rouge, Port Hickey, and Bayou Sara.

Public landings above Bayou Sara to Helena: Mouth of Red River, Providence, Fort Adams, Arlington, Vidalia, Mayerville, Natchez, Skipwith, Waterproof, Carolina, Rodney, Leoti, St. Joseph, Grand Lake, Grand Gulf, Refuge, Hard Times, Greenville, Vicksburg, Arkansas City, Delta, Friar's Point, Milliken's Bend, Glendale, Goodrich, Helena.

Public landings on Yazoo River: Yazoo City, Rosebank, Linden, Sheppardtown, Silver Creek, Sidon, Belzone, Roebuck, Head Honey Island, Greenwood.

Lower coast tariff which went into effect April 1, 1887, *for points between New Orleans and Forts Jackson and St. Philip.*

Articles.	Way and forts.
Fertilizers:	
Per 100 pounds	$0.10
Barrels:	
Flour, onions, potatoes, apples, meal, crackers, sugar, lime, hominy, salt, per barrel	.30
The same in half barrels.....each	.20
Nuts, rice, beans, hams, dried apples, dried peaches	.....
Pork, beef, mackerel, bottled ale and porter, vinegar, kraut, cider, cement, cranberries, plaster-of-Paris, tar, pitch, rosin, oranges, sundries, lard, and all other wet barrels .....each	.40
The same in half barrels..... each	.25
Whisky, brandy, gin, oils, kerosene, turpentine, alcohol, molasses, bitters, sulphur.....each	.60
The same in half barrels.....each	.30
Bi-sulphate lime	.50
Empty barrels, flour	.05
Empty half barrels, flour	.05
Empty barrels, beef and whisky	.10
Empty half barrels, beef and whisky	.10
Beer .....barrels	.30
Do.....half barrels	.25
Do.....kegs	.20
Empty bottles, owner's risk	.40 to .60
Empty barrels, molasses	.10
Empty half barrels, molasses	.05
Hardware and drugs	.50 to 1.00
Empty beer kegs and half barrels, each	.10
Tierces:	
Hams, lard, tallow, bacon, and coffee, sundries.....each	.60
Hardware and drugs	.50 to 1.00
Empty tierces .....each	.10
Ice in ham tierces .....do	.60
Casks and hogsheads:	
Sugar, gross weight, per 100 pounds	.10
Bacon .....per cask	1.25
Do .....half cask	.60
Coal.....per cask	1.00
Ice.....do	.75
Claret.....do	1.50
Empty sugar hogsheads	.20
Hardware and drugs	.75 to 1.25
Crockery, merchandise, tinware, and sundries.....per cask	1.00
Kegs:	
Nails, lard, spice, groceries, medicines, merchandise, pig's feet, horse and mule shoes, soda, molasses	.20
Shot and lead.....per keg	.75
Liquors.....do	.50
Powder.....do	.50
Do.....per half keg	.30
Kegs—Continued:	
Powder .....per quarter keg	$0.25
Herrings.....per keg	.10
Containing cans	.25
Empty cans	.10
In lots, 5 gallons..... each	.05
In lots, 10 gallons.....do	.10
In nests.....do	.05
In racks, 1 gallon.....per rack	.30
In racks, 2 gallons.....do	.40
White lead	.20
White lead in larger packages, per 100 pounds	.25
Crates:	
Crockery, merchandise, jugs, jars, etc., at owner's risk	1.50
Cabbage	.50
Hampers:	
Bottles, etc., at owner's risk..each	1.00
Bales:	
Bedding	.40
Hay and moss.....per bale	.50
Oakum.....do	.25
Merchandise	.25 to 1.00
Trunks:	
Merchandise	.25 to .50
Nests:	
Large.....per nest	
Medium .....do	
Small.....do	
Empty:	
Large.....each	
Medium .....do	
Small .....do	
Valises:	
Small.....each	
Large .....do	
Boxes and cases:	
Soap, candles, cheese, starch, vermicelli, pipes, macaroni, buckwheat, oysters, pie fruit, ink, soda, codfish	.20
Window glass:	
Small, at owner's risk	.20
Large, at owner's risk	.30
Extra large, owner's risk, special rates.	
Toilet soap (small boxes, strapped), each counted.	.25
Wines, preserves, pickles, liquors, tea, cordial, bitters, candy, nuts, raisins, lye, milk, sardines, crackers.....each	.25
Matches .....large cases	.40
Do.....small cases	.25
Hardware and drugs	.25 to 1.00
Breakfast bacon, tin-plate, oranges, lemons, apples, sugar of lemon, champagne.....each	.30
Tobacco, boxes and ¾ boxes	.30
Tobacco, ½ and ¼ boxes and caddies	.20

Lower coast tariff which went into effect April 1, 1887, *for points between New Orleans and Forts Jackson and St. Philip*—Continued.

Articles.	Way and forts.
Boxes and cases—Continued.	
Tobacco, buckets, single and nest, each counted	$0.20
Herrings and clothes-pins, strapped, each counted	.10
Raisins, strapped, each counted	.10
Axes ... double boxes	.40
Do ... single boxes	.20
Coffee-mills and cotton and wool cards, strapped or single, each counted	.15
Coal oil, per case of two cans	.40
Hats, caps, boots, shoes, and merchandise	.30 to 1.00
Axle grease ... 50 pounds	.20
Do ... 100 pounds	.30
Ax-handles ... 5 dozen	.20
Do ... 10 dozen	.30
Umbrellas, strapped or single, each box	.20
Show-cases	2.00 to 4.00
Metallic burial cases	1.50
Saddlery and harness	.25 to 1.00
Bacon	.75
Carboys and dog-houses:	
Containing acids, etc ... each	.75
Sacks:	
Corn, in sacks not over 2½ bushel sacks ... per sack	.15
Oats, bran, guano, peas, onions, potatoes, bacon, dried apples, dried peaches ... per sack	.15
Empty sacks ... do	.01
Pea-nuts ... do	.25
Coffee, pepper, spice, nuts, wheat, rye, barley, feathers ... per sack	.40
Shot, horseshoe nails, corks ... do	.10
Shot, in pockets or bundles, each counted	.07½
Salt	.30
Grass seed	.30
Wooden and willow ware:	
Tubs ... per nest	.20
Buckets ... per dozen	.20
Buckets, covered ... per nest of 3	.20
Buckets ... per rack	.20
Well buckets ... per dozen	.30
Measures ... per rack	.20
Barrel-covers and wash-boards, per dozen	.20
Churns, loose ... each	.20
Brooms ... per dozen	.20
Scythe-snaths ... do	.20
Rakes ... do	.20
Hay and manure forks ... do	.20
Clothes baskets ... per nest	.20
Market baskets ... per nest of 3	.10
Willow cabs and cradles ... each	.50
Bird cages ... do	.20
Step-ladders and clothes-horses, each	.20
Sieves ... per dozen	.20
Spinning wheels ... each	.50
Cases	.25 to 1.50
Paper:	
Wrapping, large ... per bundle	.20
Wrapping, small ... do	.15
Printing ... do	.50
Bottles and flasks:	
Crates and boxes	.25 to 1.00
Small boxes glassware ... each	.20
Rope:	
Small cords and plow lines, per coil	.20
Heavy cordage ... per 100 pounds	.20
Demijohns:	
Five gallons ... each	.50
Small ... do	.30

Articles.	Way and forts.
Demijohns—Continued.	
Empty ... each	$0.10
Cans:	
Ten gallons ... do	.30
Five gallons ... do	.25
Small ... do	.20
Empty ... do	.05
Carriages:	
Carriages and buggies, boxed	6.00
Fine carriages ... each	10.00
Rockaways, barouches, and ambulances ... each	8.00
Jersey and spring wagons, two-horse ... each	5.00
Jersey and spring wagons, one-horse ... each	3.00
Omnibuses and stage coaches ... do	15.00
Buggies, with top ... do	3.00
Buggies, no top ... do	2.00
Sulkies ... do	2.00
Furniture:	
Bureaus:	
fine, with glass ... do	2.00
extra fine, marble top ... do	3.00
medium ... do	1.50
common ... do	1.25
Wash-stands:	
fine, marble top ... do	1.00
medium ... do	.75
common ... do	.50
Tables:	
extension ... do	1.20
dining, large ... do	1.25
dining, small ... do	.75
office, large ... do	1.00
office, small ... do	.50
Center, fine marble-top, large, each	2.00
Center, fine marble-top, small, each	1.50
Center, medium and common, each	.50
Card, fine ... each	.75
Card, common and medium, each	.50
Kitchen ... each	.50
Sideboards:	
Marble-top ... do	3.00
Common ... do	1.50
Desks:	
Fine, large ... do	3.50
Medium and common ... do	1.50
Book-cases:	
Fine, large ... do	4.00
Medium ... do	3.00
Common ... do	2.00
Hat-racks:	
Fine, large ... do	2.00
Medium and common ... do	1.00
What-nots:	
Fine, large ... do	2.00
Medium and common ... do	1.00
Sofas:	
Fine and medium ... do	2.00
Common ... do	1.00
Parlor chairs:	
Fine ... do	.30
Medium ... do	.25
Rockers and easy chairs:	
Fine ... do	.75
Medium ... do	.50
Common and small ... do	.25
Reclining, dentist, and barber chairs ... each	2.00
Office and arm chairs ... do	.20
Common and split-bottom chairs, bundles of two ... each	.20
Revolving chairs ... do	.50

Lower coast tariff which went into effect April 1, 1887, *for points between New Orleans and Forts Jackson and St. Philip*—Continued.

Articles.	Way and forts.
Furniture—Continued.	
Bedsteads:	
Fine, with cornice.....each...	$3.00
Common, with cornice.....do.....	2.00
High post.....do.....	1.50
Low post and cottage.....do.....	.75
Single or trundle.....do.....	.75
Lounges.....do.....	1.00
Armoirs:	
Fine.....do.....	3.00
Medium and common.....do.. ..	1.50
Safes or cupboards:	
Large.....do.....	1.50
Medium and small.....do.....	1.00
Mattresses:	
Spring.....do.....	.75
Double.....do.....	.50
Single.....do.....	.30
Spring bottoms.....do.....	.40
Sewing-machines.....do.....	.75
Oil-cloths, per roll.....do.....	.25 to 1.00
Pianos:	
Upright.....do.....	4.00
Horizontal.....do.....	6.00
Piano and office stools.....do.....	.20
Carpets and matting, in bales..do.....	.25 to .75
Stock:	
Cattle and mules, in lots of five or over.....each...	1.50
Race or blooded horses.....do.....	15.00
Jacks and jennies, blooded.....do.....	15.00
Horses, mules, oxen, and cows, each.....	2.00
Hogs, sheep, dogs, and goats..each...	.30
Yearlings and calves.....do.....	.05
Cow and calf.....	2.50
Building material:	
Patent roofing.....per 100 pounds...	.25
Lumber.....per thousand...	5.00
Laths.....per bundle...	.10
Bricks.....per thousand....	5.00
Shingles.....per bundle of 250....	.20
Slate.....per square....	1.00
Tile.....each....	.05
Tile for roofing.....do.....	.05
Doors, panel.....do.....	.50
Doors, panel, large.....do.....	.75
Sash, in bundles:	
Small.....per pair...	.25
Glazed.....do.. ..	.40
Tin pipes and gutters, per running foot.....	.03
Iron castings, heavy, per 100 pounds	.25
Wagons and carts:	
Two-horse:	
With bodies.....	3.00
Without bodies.....	2.00
Four-horse:	
With bodies.....	4.00
Without bodies.....	3.00
Cane carts.....	5.00
Cane wagons.....	6.00
Drays.....	2.00
Carts.....	2.00
Timber wheels:	
Large.....	25.00
Small.....	20.00
Grocery barrows.....	.25
Barrows, in lots.....each...	.15
Hand carts.....do.....	.50
Furniture:	
One-horse.....	8.00
Two-horse.....	10.00

Articles.	Way and forts.
Wagons and carts—Continued.	
Children's:	
Fine.....	$1.00
Common.....	.50
Express:	
One-horse.....	3.00
Two-horse.....	4.00
Spring:	
Small, one-horse.....	3.00
Large, two-horse.....	5.00
Hearses, by contract.	
Machinery:	
Shingle machines.....each...	6.00
Circular saws.....do.....	.50
Straight saws.....	.30
Cross-cut saws.....	.30
Garden engines.....do.....	1.50
Corn-cob crushers and bark mills, each.....	6.00
Chain pumps.....each...	1.50
Washing-machines.....do.....	.50
Mill-stones.....per 100 pounds...	.25
Flue boilers..... .per running foot...	1.00
Cylinder boilers.....do.....	.75
Chimneys:	
Small.....do.....	.20
Large.....do....	.40
Portable engines, saw and grist mill engines, heavy machinery and casting, double circular saw mills complete, planing, molding and brick machines, and sugar rollers, single pieces, under 2,000 pounds.....per 100 pounds....	.25
The same over 2,000 pounds..do.....	.30
Mortising, machines..... .....each...	2.00
Sugar kettles.....per inch...	.10
Grind stones.....	.25 to 1.50
Anvils.....each...	.40
Vises and tongs.....bundles...	.20
Smith's bellows.....each...	.50
Sorghum mills.....do.....	2.00
Agricultural implements:	
Fanning mills.....each...	2.00
Corn mills:	
Small.....do.....	2.00
Large.....do.....	3.00
Straw-cutters.....	1.00 to 3.00
Corn-shellers.....	.50 to 2.00
Ploughs:	
Small and medium.....each...	.30
Large.....do....	.60
Gang plows.....do.....	1.00
Sulky plows.....do.....	2.00
Threshing machines: small..do.....	12.00 to 15.00
Mowing-machines.....do.....	5.00
Cultivators.....do.....	2.00
Spades, shovels, and handle hoes: per dozen.....	.30
Scrapers.....each.....	.30
Stoves, iron and castings:	
Bars, bundles, and slabs, lots of 100 or more pieces, per 100 pounds...	.20
In small lots, per bar.....	.20
Iron slabs and bundles.....	.30 to .50
Hollow ware:	
Lots 100 pieces, per 100 pounds	.50
Small lots.....per piece...	.05
Sheet iron..... .....per bundle...	.60
Boiler iron.....per sheet...	.50
Iron railing and ornaments per 100 pounds.....	.30

Lower coast tariff which went into effect April 1, 1887, *for points between New Orleans and Forts Jackson and St. Philip*—Continued.

Articles.	Way and forts.
Stoves, iron and castings—Continued.	
Cast-iron pipes.....per 100 pounds...	$0.30
Stoves, cooking:	
Nos. 8 and 9.....each...	2.00
Nos. 6 and 7.....do.....	1.50
Nos. 5 and less.....do.....	1.00
Cooking ranges.....do.....	4.00
Heating stoves:	
Large.....do.....	2.00
Medium.....do.....	1.50
Small.....do.....	1.00
Fixtures, boxed.....	.50 to 2.00
Stove pipe.....per bundle...	.20
Iron safes.....per 100 pounds...	.30
Miscellaneous:*	
Soda fountains, filled and returned free when empty.....	.75
Jars and churns.....per gallon...	.05
Baskets, champagne.....each...	.50
Oil and cordials.....do.....	.30
Collars, hames, and saddle trees, per dozen.....	.30
Firkins, butter.....each...	.25
Trucks:	
For stores, small.....do.....	.50
For stores and cotton, large, each.....	.75
Ice, coal, and coke.....per ton...	3.00
Hogshead poles.....per thousand...	10.00
Barrel poles.....do.....	5.00
Church and plantation bells per 100 pounds.....	.30
Ice chests.....	1.00 to 3.00
Marble:	
In blocks.....per 100 pounds...	.40
Tombstones, finished, per 100 pounds.....	1.00
Ordinary skiffs.....each...	2.00
Kits, mackerel and salmon...do.....	.20
Drum's potash.....	2.00
Lightning rods.....100 pounds...	.30
Barbed wire, 115 pounds or less per reel.....	.25
Valuables:	
Letters or small packages, up or down stream.....	.25 to .50
Gold and silver coin and bank notes one-fourth of one per cent, in currency.	

Articles.	Way and forts.
Cooperage agreement:	
Planters' cooperage will be carried and a correct account will be kept of all empty packages delivered and all filled packages shipped back to New Orleans, and any excess must be collected from planter; hogsheads 20 cents; sugar barrels 5 cents; molasses barrels 10 cents. We require this in consequence of large lots of sugar and molasses being shipped by rail and boats not connected with us. The object is that we do not propose to charge any freight on cooperage where the same quantity of filled packages are shipped back by our boats. Regular rates, hogsheads 20 cents, sugar barrels 5 cents and molasses barrels 10 cents each, will be charged where coopers agree to deliver at plantations. Cooperage, knocked down half rates.	
UP-STREAM RATES.	
Rice:	
In flour barrels.....per barrel...	$0.25
In sacks.....per sack...	.15
Sugar:	
Hogsheads.....per hogshead...	1.25
Barrels.....per barrel...	.30
Molasses.....do.....	.60
Molasses, per half-barrel.....each...	.30
Dry Hides.....do.....	.10
Green Hides.....per bundle of 2...	.25
Sheep, goats and hogs in droves, each	.30
Peltries, skins and beef hides, in bales.....per 100 pounds...	.25
Old iron.....do.....	.15
Old iron, pieces weighing over 1000 pounds, carried under special contract.	
Potatoes and onions.....per barrel...	.25
Do.....barrel sacks, each...	.25
Do.....half-barrel sacks...do.....	.15
Empty beer kegs and half-barrels, when returned to city.....each.....	.10

*No contract shall be made to purchase and deliver any goods that will net the boat less than full cost and card rates of freight.

UPPER COAST TARIFF.

This tariff went into effect in 1885 on the New Orleans and Coast Line for Baton Rouge, Bayou Sara, and upper coast points, not above Bayou Sara. It has been seriously affected by railroad competition. A discount from 10 to 30 per cent. is allowed all large shippers, and rates have been even lower to meet special railroad competition.

Articles.	Way to Plaquemine from New Orleans.	Way from Plaquemine to Bayou Sara.	Donaldsonville Bayou Goula, Baton Rouge, Gross Tete Railroad, Port Hickey, Bayou Sara.
Barrels:			
Sulphur	$0.75	$1.00	1.00
Flour, onions, potatoes, nuts	.35	.40	.50
Do.....half barrels	.25	.25	.25
Sugar, apples, rice, tar, rosin	.35	.40	.50
Do.....half barrels	.25	.25	.25
Pork, beef, mackerel, porter	.50	.60	.75
Do.....half barrels	.30	.30	.30
Ale, cider, vinegar	.50	.60	.75
Do.....half barrels	.30	.30	.30
Cement, plaster	.50	.40	.50
Whisky, oil, beer	.75	1.00	1.00
Do.....half barrels	.40	.40	.40
Coal oil, turpentine, alcohol	.75	1.00	1.00
Do.....half barrels	.40	.40	.40
Molasses	.75	1.00	1.00
Do.....half barrels	.40	.50	.60
Casks:			
Tobacco	2.50	3.00	3.00
Hardware, sugar	1.50	2.00	2.00
Bacon	1.50	1.50	2.00
Rice	1.00	1.25	1.50
Crockery and merchandise	1.50	2.00	2.00
Sulphur	2.00	2.00	2.00
Coal	1.00	1.50	2.00
Ice	1.00	1.50	2.00
Claret	*1.50	*1.50	*1.50
Bales:			
India bagging	1.00	1.50	2.00
Gunny Bagging	1.00	1.50	2.00
Lowells and dry goods per foot	.06	.8	.10
Hay	.50	.75	1.00
Oakum	.25	.25	.25
Wooden-ware:			
Tubs, nests	.25	.25	.50
Buckets, per dozen	.25	.25	.25
Buckets, well, per dozen	.40	.50	.50
Churns	.25	.25	.25
Measures, in racks	.25	.25	.25
Market-baskets, per nest of three	.20	.25	.25
Willow cabs and cradles, each	.75	.50	.50
Spinning-wheels, each	.75	.50	.50
Rat-traps:			
Large.....per dozen	.25	.25	.25
Small.....do	.25	.25	.25
Barrel-covers.....per dozen	.25	.25	.25
Washboards.....do	.25	.25	.25
Brooms	.25	.25	.25
Mattress:			
Fine spring	1.00	1.50	2.00
Common double	.75	.75	1.00
Single	.50	.50	1.00
Crates:			
Crockery, merchandise.....per foot	.08	.08	.10
Bottles, jugs, jars.....do	.08	.08	.10
Demijohns and cans:			
Demijohns:			
Five-gallon	.50	.50	1.00
Small	.25	.25	.50
Empty	.10	.10	.10
Cans, coal-oil:			
Ten-gallon	.50	.75	1.00
Five-gallon	.25	.50	.50

*Net rate.

UPPER COAST TARIFF—continued.

Articles.	Way to Plaquemine from New Orleans.	Way from Plaquemine to Bayou Sara.	Donaldsonville Bayou Goula, Baton Rouge, Gross Tête Railroad, Port Hickey, Bayou Sara.
Building material:			
Tile-brick.....per 1,000...	*$6.00	*$8.00	*$10.00
Lumber.....do.....	*5.00	*5.00	*5.00
Brick, fire.....do.....	*6.00	*8.00	*8.00
Shingles.....do.....	*1.00	*1.00	*.80
Slate.....per square...	*1.00	*1.25	*1.00
Tiles.....per 100...	*5.00	*5.00	*8.00
Laths.....per bundle...	*.10	*.10	*.15
Bricks, country.....	*5.00	*6.00	*6.00
Patent-roofing.....per roll...	.15 to .25	.15 to .25	.15 to .25
Do.....per large roll...	.25 to .75	.25 to .75	.25 to .75
Doors, panel, glazed.....each, according to size...	.....	.....	.....
Sash.....in bundles, small lots, according to size...	.....	.....	.....
Tin pipes and gutters.....per bundle, according to size...	.....	.....	.....
Blind doors, sash, etc., large lots, per bundle, according to size.....	.....	.....	.....
Machinery:			
Plantation bell.....per 100 pounds...	.50	*.50	*.50
Pea-vine rake.....	.....	2.50	2.50
Corn mills:			
Small.....	5.00	5.00	5.00
Large.....	8.00	8.00	8.00
Extra size.....	10.00	10.00	10.00
Circular saws, boxed.....	1.50	1.50	1.50
Bundles cross-cut saws.....	.50	.75	1.00
Straw cutters.....	1.00	1.00	1.00
Corn shellers.....	.75	1.00	1.00
Plows, No. 1.....	.50	.50	.50
Plows, No. 2.....	.75	.75	.75
Plows, No. 3.....	1.00	1.00	1.00
Plows, sulky.....	3.00	5.00	5.00
Dirt barrows.....	.20	.25	.25
Wheelbarrows.....	.20	.40	.50
Cultivators.....	2.00	1.50	1.50
Cultivators, large.....	2.00	2.50-5.00	2.50-5.00
Boiler iron, sheet.....	.75	.75	1.00
Chain pumps.....each...	1.00	*1.50	*1.50
Cistern pumps.....do.....	.25	.25	.25
Mill stones.....per 100 pounds...	.50	650	.75
Harrows.....	.60	.75	.75
Sugar wagons.....	1.00	1.50	1.50
Molasses tanks and coolers.....per foot...	.05	.05	.05
Cylinders.....do.....	*.75	*.75	*.75
Double flue:			
Thirty-six inches.....per foot...	*1.00	*1.25	*1.25
Forty-two inches.....do.....	*1.00	*1.25	*1.25
Boxes:			
Hardware.....per 100 pounds...	0.25	0.25	0.30
Trunks, as to size.....	.50 to 1.00	.50 to 1.00	.50 to 1.00
Merchandise, per foot.....	.8	.8	.10
Furniture, boxed, per foot.....	.8	.8	.10
Soaps, candles, figs, raisins, pickles, maccaroni, cheese, sardines, herrings, liquors.....	.20	.20	.25
Tin-plate, small.....	.20	.25	.25
Tin-plate, large.....	.35	.50	.50
Oranges and lemons.....	.35	.25	.25
Axes, double.....	.35	.50	.50
Axes, single.....	.25	.25	.25
Tobacco.....	.40	.50	.50
Do.....¾-box..	.40	.40	.50
Do.....½-box...	.40	.20	.25
Do.....caddy...	.20	.15	.25
Do.....pails, each...	.20	.20	.20
Cigars, per 1,000.....	.50	.50	.50
Hats, boots, and shoes.....	.35	.50 1.00	.50 1.00
Pianos.....	*6.00	*8.00	*6.00
Carboys, acid.....	*1.00	*2.00	*1.50
Coal-oil.....	.40	.50	.50
Box meat.....	1.00	1.00	1.00
Gin-stand.....per saw...	.8	*.8	*.8
Feeder.....each...	.4	*.4	*.4
Condensers.....do.....	.4	*.4	*.4
Metallic burial cases.....do.....	1.50	*2.50	*2.50

*Net rate.

UPPER COAST TARIFF—continued.

Articles.	Way to Plaquemine from New Orleans.	Way from Plaquemine to Bayou Sara.	Donaldsonville Bayou Goula, Baton Rouge, Gross Tête Railroad, Port Hickey, Bayou Sara.
Boxes—Continued:			
Matches, large cases ..... per ton	$0.50	$0.50	$0.50
Do ..... do	.25	.25	.25
Show-cases	(*)	(*)	(*)
Sacks:			
Coffee	.35	.40	.50
Oats, bran, and corn	.15	.20	.25
Pepper, spice, almonds, nuts	.35	.40	.50
Peas, onions	.15	.20	.25
Meat, potatoes, apples	.15	.25	.25
Shot and corks	.15	.20	.25
Charcoal	.15	.20	.20
Salt	.35	.40	.50
Under twenty bags	.25	.25	†.25
Twenty and over	.25	.25	†.20
Guano ..... per ton	2.00	†3.00	†3.00
Carriages:			
Carriages	†8.00	†8.00	†8.00
Jersey wagons	†4.00	†6.00	†6.00
Buggies	†3.00	†4.00	†4.00
Buggies, no top	†2.00	†3.00	†3.00
Sulkies	†1.50	†2.50	†2.00
Wagons:			
Wagons:			
Two-horse	†4.00	†5.00	†4.00
Four-horse	†5.00	†8.00	†6.00
Cane carts	†6.00	†8.00	†5.00
Drays and carts	†3.00	†4.00	†3.00
Timber wheels, small	†10.00	15.00-25.00	15.00-25.00
Cane carts, no body	†3.00	†3.00	†3.00
Cane wagons	†10.00	†12.00	Contract.
Hand carts	1.00	1.00	1.00
Wagon stuffs, in the rough ..... per foot	.01	.01	.01
Furniture:			
Bedsteads:			
Fine	4.00	4.00	4.00
Common, cornice	2.50	1.50	1.50
No cornice	1.00	1.00	1.00
Chairs:			
Common, 2-bundle	.25	.25	.25
Fine, 2-bundle	.25	.50	.50
Office and arm ..... each	.25	.50	.50
Rocking, single, common	.40	.50	.50
Rocking, single, fine	1.25	1.00	1.00
Sofa	1.00	2.00	2.00
Sofa, fine	3.00	4.00	4.00
Armoire:			
Fine	5.00	5.00	5.00
Common	2.00	1.50	2.00
Bureau, with glass	2.00	2.00	2.50
Bureau, with glass, fine	3.00	4.00	4.00
Tables, marble top	2.50	2.00	2.50
Tables, dining	1.50	1.50	1.50
Washstands, fine	1.25	1.50	1.50
Washstands, common	.75	.50	.50
Sewing machine	1.00	1.00	1.00
Baby carriages	.50	.75	1.00
Wire safes	1.50	.75	.75
Pianos:			
Upright ..... each	†6.00	†5.00	†5.00
Horizontal ..... do	†8.00	†8.00	†8.00
Piano and office stools ..... do	.25	.25	.25
Ropes:			
Small cords, plow lines, etc.	.20	.20	.25
Heavy cordage ..... per foot	.30	.08	.10
Do ..... per coil	1.00	2.50	2.50
Kegs:			
Nails, lard, beer	.20	.25	.25
White lead	.25	.25	.25
Liquor, oil	.50	.40	.50
Powder	.75	1.00	1.00
Do ..... half keg	.50	.75	.75
Do ..... quarter keg	.40	.50	.50

* According to size. † Net rate.

UPPER RIVER TARIFF—continued.

Articles.	Way to Plaquemine from New Orleans.	Way from Plaquemine to Bayou Sara.	Donaldsonville Bayou Goula, Baton Rouge, Gross Tête Railroad, Port Hickey, Bayou Sara.
Kegs—Continued.			
Shot and lead	$0.75	$0.75	$1.00
Soda	.20	.25	.25
Empty kegs, in lots, five gallons ... each	.05	.05	.05
White lead ... per 100 pounds	.30	.40	.40
Stock:			
Horses, mules, oxen, cows	*2.00	*3.00	*3.00
Five and over	*1.50	*2.50	*2.00
Cows and calves	*2.50	*4.00	*3.50
Sheep, hogs, goats	*.50	*.50	*.50
Mules, large lots	*1.50	*1.50	*1.50
Tierces:			
Ham, lard, bacon, ice, rice, coffee	.75	.75	1.00
Bagging and ties:			
Kentucky, half roll	.25	.25	.25
Kentucky, roll	.50	.50	.50
India, roll	.50	.50	.50
India, half roll	.25	.25	.25
Carpet and matting, per roll	.50	.50	.50
Cotton ties	.20	.20	*.10
Cotton ties, 100 and over	.15	*.07½	*.07
Iron:			
Bar, bundles, and slabs	(†)	(†)	(†)
Bar, small lots ... per bar	(†)	(†)	(†)
Castings and hollow ware	(†)	(†)	(†)
Anvils	.50	.50	.50
Sheet-iron ... bundle	.75	.50	.50
Stoves	(†)	(†)	(†)
Vises	.30	.25	.25
Pig-iron ... per ton	*5.00	*6.00	*4.00
Sugar-kettles ... per inch	.10	.10	.10
Iron railing and ornaments ... per 100 pounds	*.50	*.50	*.50
Cast-iron pipes ... do	*.30	*.30	*.30
Stove pipe ... per bundle	*.25	.25	.25
Iron safes ... per 100 pounds	*.50	*.50	*.50
Barbed wire ... per reel of 115 pounds or less		.40	.40
Sundry:			
Bellows	1.25	2.00	2.00
Paper:			
Printing, large ... bundle	.35	.50	.50
Printing, small ... do	.20	.25	.25
Wrapping	.30	.20	.25
Wine ... baskets	*.35	*.50	*.50
Oils, cordials ... do	.25	.25	.25
Collars, hames ... dozen	.35	.20	.25
Kits, fish	.20	.20	.20
Firkins, butter	.25	.25	.25
Leather ... roll	.20	.50	.50
Ice ... ton	3.00	6.00	6.00
Spades, shovels, hoes, rakes ... dozen	.40	.50	.50
Sifters ... do	.20	.20	.25
Hogshead-poles ... per 1,000	*6.00	*8.00	*8.00
Barrel-poles ... do	*5.00	*6.00	*6.00
Soda-fountains, loaded	.50	.75	1.00
Cotton scales and frames, complete		2.00	2.00
Platform-scales		2.00	2.00
Marble in blocks ... per 100 pounds	*.50	*.50	*.50
Ordinary skiffs	†3.00	(†)	(†)
Cotton-presses ... per 100 pounds		*.50	*.50
Cisterns	(†)	(†)	(†)
Drum's potash	.75	.25	.25
Cooperage:			
Hogsheads	.25	*.25	*.25
Molasses barrels	.10	*.10	*.10
Sugar barrels	.05	*.05	(*)
Molasses half-barrels	.05	*.05	*.05
Molasses kegs	.05	*.05	*.05
Valuables:			
Letters or small packages, up or down		*.50	*.50
Gold and silver coin and bank notes, one-quarter of one per cent. in currency			

* Net rate. † According to size.

UPPER RIVER TARIFF—continued.

Portable boilers.

Eight horse-power engine		$15.00
Fifteen horse-power engine		20.00
Twenty horse-power engine		30.00
Threshers	$15.00 to	30.00
Pumps	5.00 to	15.00
Elevators	15.00 to	20.00

Down freight.

Staves, barrel	per 1,000	$5.00
Staves, hogshead	do	6.00
Seed-cotton	long bags	1.00
Wool		1.00
Scrap iron	per ton	4.00
Dry hides	each	.10
Green hides	do	.15
Cattle, lots	per head	2.00
Yearlings, lots	do	1.00
Cow and calf		3.00
Empty flour barrels	each	.5
Beer kegs		.10
Cotton-seed:		
Meal	per ton	2.50
From Bayou Sara	per sack	.15
Do	per ton	2.00
From all other points	per sack	.12½
Do	per ton	2.50
Pickets	per 1,000	30.00
Rice	per sack	.20
Moss	bales	.75 to 1.00
Do	half bales	.40 to .60
Molasses, from one plantation to another	per bbl	.50
Sugar, from Bayou Sara to Lobdell's Store	per hhd	1.75
Do	per bbl	.40
Molasses, from Bayou Sara to Lobdell's Store	do	.90
Do	per ½ bbl	.60
Sugar, from Lobdell's Store to New Orleans	per hhd	1.50
Do	per bbl	.35
Molasses, from Lobdell's Store to New Orleans	do	.75
Do	per ½ bbl	.40

To the mouth of Red River.

[Red River and upper coast tariff adopted by the Red River and Coast Line, going into effect October 18, 1884.]

Articles.	Rate.	Articles.	Rate.
Fertilizers:		Tierces—Continued.	
Lots of 5 or more tons.....100 pounds	$0.10	Sundries, tierces.....each	$1.00
Lots of less than 5 tons.....do	.15	Hardware.....per 100 pounds	.25
Barrels:		Hams and bacon in rice tierces	1.00
Flour, onions, potatoes, apples, meal, crackers, oranges, lime, hominy, sugar, nuts, rice, beans, hams, dried apples, dried peaches, salt.....each	.35	Ice in ham tierces	.75
The same in half barrels.....do	.20	Ice in rice tierces	1.00
Pork, beek, mackerel, bottled ale, beer and porter, vinegar, kraut, cider, cement, cranberries, plaster, tar, pitch, rosin, hardware, sundries, lard, and all other wet barrels.....each	.50	Casks and hogsheads:	
The same in half barrels.....do	.30	Sugar	1.50
Whisky, brandy, gin, oils, kerosene, turpentine, alcohol, molasses, bitters, sulphur.....each	.75	Bacon.....per cask	1.50
The same in half barrels.....do	.40	Do.....per half cask	.75
Bi-sulphate lime	.75	Coal and ice.....per cask	1.00
Empty barrels, flour	.05	Claret.....do	2.00
Empty half barrels, flour	.05	Hardware.....per 100 pounds	.25
Empty barrels, beef and whisky	.10	Crockery, merchandise, tinware, and sundries.....per cask	1.50
Empty half barrels, beef and whisky	.10	Kegs:	
Beer in half barrels	.30	Nails, lard, spice, groceries, merchandise, medicines, pigs' feet, horse and mule shoes, soda, molasses	.20
Empty bottles, owner's risk	.35	Shot and lead.....per keg	.75
Hardware.....per 100 pounds	.25	Liquors.....do	.50
Tierces:		Powder.....do	1.00
Hams, lard, tallow, bacon, and coffee.....each	.75	Do.....per half keg	.50
		Do.....per quarter keg	.40
		Herrings.....per keg	.20
		Containing cans	.35
		Empty, in lots, 5 gallons.....each	.05
		Empty, in lots, 10 gallons.....do	.05
		Empty, in nests.....do	.15
		Empty, in racks, 1 gallon..per rack	.25
		Empty, in racks, 2 gallons.....do	.35

To the mouth of Red River—Continued.

Articles.	Rate.
Kegs—Continued.	
White lead.....50 pounds...	$0.25
Do.....25 pounds...	.20
White lead in larger packages, per 100 pounds.....	.30
Beer.....	.20
Crates:	
Crockery, merchandise, jugs, jars, etc., at owner's risk.....per foot...	.08
Cabbage.....	.50 to .75
Hampers:	
Bottles, etc., at owner's risk...each...	1.50
Bales:	
Bedding.....	.50 to 1.00
Hay and moss.....per bale...	.50
Oakum.....do.....	.25
Merchandise.....	.08
Hay.....per bale, 100 pounds or less...	.15
Trunks:	
Merchandise.....per foot...	.08
Nests:	
Large.....per nest...	
Medium.....do.....	
Small.....do.....	
Empty:	
Large.....each...	.35 to .75
Medium.....do.....	
Small.....do.....	
Valises:	
Small.....do.....	
Large.....do.....	
Boxes and cases:	
Soap, candles, cheese, starch, vermicelli, pipes, macaroni, buckwheat, oysters, pie fruit, ink, soda, codfish, sardines.....	.20
Window glass:	
Small, at owner's risk.....	.25
Large, at owner's risk.....	.50
Extra large, owner's risk, special rates.	
Toilet soap (small boxes, strapped), each counted.....	.20
Wines, preserves, pickles, liquors, tea, cordials, bitters, candy, nuts, raisins, lye, milk, crackers...each...	.20
Matches:	
Large cases.....	.50
Small cases.....	.25
Hardware.....per 100 pounds...	.25
Breakfast bacon, tin plate, oranges, lemons, apples, champagne..each...	.35
Tobacco, boxes, three-fourths and one-half boxes.....	.40
Tobacco, quarter boxes and caddies..	.20
Tobacco, buckets, single and nest, each counted.....	.20
Herrings and clothes-pins, strapped, each counted.....	.10
Raisins, strapped, each counted.....	.20
Axes, double boxes.....	.35
Axes, single boxes.....	.25
Coffee mills and cotton and wool cards, strapped or single, each counted.....	.25
Coal oil, per case of 2 cans.....	.50
Hats, caps, boots, shoes, and merchandise.....per foot...	.08
Axle grease, 50 pounds.....	.25
Axle grease, 100 pounds.....	.35
Ax-handles.....5 dozen	.25
Do.....10 do...	.50
Umbrellas, strapped or single, each box.....	.25
Show cases.....per foot...	.15
Metallic burial cases.....	1.50
Saddlery and harness.....per foot...	.08
Bacon.....per box...	1.00
Carboys and doghouses:	
Containing acids, etc.....	1.50

Articles.	Rate.
Sacks:	
Corn, charcoal, oats, bran, peas.....	$0.15
Onions, potatoes, bacon, dried apples, dried peaches.....per sack...	.20
Pepper, spice, nuts, wheat, rye, coffee, peanuts, barley, feathers, per sack.....	.35
Shot, horseshoe nails, corks, pr. sack	.15
Shot, in pockets or bundles, each counted.....	.10
Salt.....	.35
Ice.....	.25
Small sacks or pockets coffee, etc..	.20
Wooden and willow ware:	
Tubs.....per nest...	.25
Buckets.....per dozen...	.25
Buckets, covered..... per nest of 3...	.20
Buckets, covered.....per rack...	.25
Well-buckets.....per dozen...	.40
Measures.....per rack...	.25
Barrel covers and wash-boards, per dozen.....	.25
Churns, loose.....each...	.25
Brooms.....per dozen...	.25
Scythe snaths.....do.....	.30
Rakes.....do.....	.30
Hay and manure forks.....do.....	.30
Clothes baskets.....per nest...	.20
Market baskets.....per nest of 3...	.20
Willow cabs and cradles.....each...	.75
Bird cages.....do.....	.25
Step-ladders and clothes-horses each.....	.30
Sieves.....per dozen...	.25
Spinning wheels.....each...	.75
Cases.....per foot...	.08
Paper:	
Wrapping, large.....per bundle...	.30
Wrapping, small.....do.....	.25
Printing.....do.....	.35
Bottles and flasks:	
Crates and boxes.....50 to	.75
Small boxes glassware.....each...	.20
Rope:	
Small cords and plow lines..per coil...	.20
Heavy cordage.....per 100 pounds...	.30
Demijohns:	
Five gallons.....each...	.50
Small.....do.....	.25
Empty.....do.....	.10
Cans:	
Ten gallons.....do.....	.50
Five gallons.....do.....	.25
Small.....do.....	.25
Empty.....do.....	.05
Iron ties:	
For baling cotton.....per bundle...	.15
Bagging:	
India.....per yard...	00½
Carriages, etc.:	
Carriages, rockaways, barouches, and ambulances.....each...	8.00
Jersey and spring wagons, 2 horses, each.....	4.00
Jersey and spring wagons, 1 horse, each.....	3.00
Buggies, with top.....each...	3.00
with no top.....do.....	2.00
Sulkies.....do.....	1.50
Furniture:	
Bureaus: fine, with glass.....do...	3.00
medium.....do.....	2.00
common.....do.....	1.50
Wash-stands: fine, marble top do.....	1.25
medium.....do.....	1.00
common.....do.....	.75
Tables: extension.....do.....	2.00
dining, large.....do.....	1.50
dining, small.....do.....	1.00
office, large.....do.....	1.50
office, small.....do.....	.75
center, fine marble top, large.....each...	2.50

To the mouth of Red River—Continued.

Articles.	Rate.
Furniture—Continued.	
Tables:	
Center, fine marble top, small, each	$2.00
Centre, medium and common, each	.75
Card, fine ... each	1.00
Common and medium ... do	.50
Kitchen ... do	.75
Side-boards:	
Marble top ... do	4.00
Common ... do	2.00
Desks:	
Fine, large ... do	5.00
Medium and common ... do	2.50
Book-cases:	
Fine, large ... do	6.00
Medium ... do	5.00
Common ... do	3.00
Hat-racks:	
Fine, large ... do	2.50
Medium and common ... do	1.25
What-nots:	
Fine, large ... do	3.00
Medium and common ... do	1.50
Sofas:	
Fine and medium ... do	3.00
Common ... do	1.00
Parlor chairs:	
Fine ... do	.50
Medium ... do	.40
Rockers and easy chairs:	
Fine ... do	1.25
Medium ... do	.75
Common and small ... do	.40
Reclining, dentist, and barber chairs ... each	2.50
Office and arm chairs ... do	.25
Common and split bottom chairs, in bundles of 2	.25
Revolving chairs ... each	.50
Bedsteads:	
Fine, with cornice ... do	4.00
Common, with cornice ... do	2.50
High post ... do	2.00
Low post and cottage ... do	1.00
Single or trundle ... do	1.00
Lounges ... do	1.50
Armoirs:	
Fine ... do	5.00
Medium and common ... do	1.00
Safes or cupboards:	
Large ... do	1.00
Medium and small ... do	.75
Mattresses:	
Spring ... do	1.00
Double ... do	.75
Single ... do	.50
Spring bottoms:	
Set up ... do	.50
Rolled up ... do	.50
Sewing-machines ... do	1.00
Oil cloths ... per roll	.25 to 1.00
Pianos:	
Upright ... each	6.00
Horizontal ... do	8.00
Piano and office stools ... do	.25
Carpets and matting ... bales	.30 to .75
Carpets and matting, boxed ... per ft	.8
Stock:	
Cattle and mules, in lots of 5 or over	1.50
Race or blooded horses ... each	10.00
Jacks and jennies, blooded ... do	10.00
Horses, mules, oxen, and cows ... do	2.00
Hogs, sheep, dogs, and goats ... do	.50
Cow and calf	2.50
Building material:	
Tile or fire brick ... per 1,000	6.00
Patent roofing ... per 100 pounds	.25
Lumber ... per M	5.00
Laths ... per bundle	.10
Building material—Continued.	
Bricks ... per M, country	$5.00
Shingles ... per bundle of 250	.25
Slate ... per square	1.00
Tile, for roofing ... each	.5
Doors:	
Panel ... do	.25
Large ... do	.50
Sash, in bundles:	
Small ... per pair	.15
Glazed ... do	.25
Tin pipes and gutters ... per bundle	.50
Iron casting, heavy ... per 100 pounds	.50
Wagons and carts:	
Two-horse:	
With bodies	4.00
Without bodies	3.00
Four-horse:	
With bodies	5.00
Without bodies	4.00
Cane carts	6.00
Cane wagons	10.00
Drays and carts	3.00
Timber wheels:	
Large	15.00
Small	10.00
Barrows	.30
Barrows, in lots ... each	.20
Hand carts ... do	1.00
Furniture:	
One-horse	8.00
Two-horse	10.00
Wagon-stuff, in rough, per 100 pounds	.25
Machinery:	
Shingle-machines ... each	8.00
Circular saws ... do	1.50
Straight saws	.50
Cross-cut saws	.50
Garden engines ... each	2.00
Corn-cob crushers and bark mills, each	8.00
Chain-pumps ... each	1.00
Washing-machines ... do	.75
Mill-stones ... per 100 pounds	.50
Flue boilers ... per running foot	1.00
Cylinder boilers ... do	.75
Chimneys:	
Small ... do	.25
Large ... do	.50
Pea-vine rake	2.50
Portable engines, boilers on skids, saw and grist-mill engines, heavy machinery and castings, double circular saw-mills, complete, planing, moulding, and brick machines, and sugar rollers, per 100 pounds	.50
Mortising-machines ... each	4.00
Sugar kettles ... per inch diameter	.10
Grind-stones	.40 to 1.50
Anvils ... each	.50
Vises and bundles of tongs	.25
Smith's bellows ... each	1.00 to 1.50
Sorghum mills ... do	1.00 to 4.00
Sugar wagons	1.00
Molasses tanks and coolers, per cubic foot	.04
Agricultural implements:	
Fanning mills ... each	5.00
Corn-mills ... per 100 lbs	.50
Straw-cutters:	
Small ... each	1.00
Large ... do	2.00
Corn-shellers:	
Small ... do	.75
Large ... do	1.00
Plows:	
Small and medium ... do	.35
Large ... do	.50

To the mouth of Red River—Continued.

Articles.	Rate.
Agricultural implements—Continued.	
Gang plows ....each...	$1.50
Sulky plows....do....	3.00
Thrashing-machines	15.00 to 30.00
Thrashing-machines and engines...	35.00 to 50.00
Mowing-machines ....each...	6.00
Cultivators ....do....	2.00
Spades, shovels and handle hoes, per dozen	.40
Scrapers....each...	.50
Stoves, iron and castings:	
Bars, bundles and slabs:	
Lots of 100 or more pieces, per 100 pounds....	.25
In small lots....per bar...	.25
Iron slabs and bundles....	.50
Hollow ware:	
Lots 100 pieces....per 100 lbs...	.50
Small lots....per piece...	.05
Sheet-iron....per bundle...	.75
Boiler-iron....per sheet...	.50
Iron railing and ornaments, per 100 pounds....	.50
Cast-iron pipes ....per 100 lbs...	.30
Old iron ....per 100 lbs...	.25
Cooking-stoves:	
Nos. 8 and 9....each...	3.00
Nos. 6 and 7....do....	2.50
No. 5 and less....do....	2.00
Stoves, heating:	
Large....do....	2.50
Medium ....do....	2.00
Small ....do....	1.50
Stove-pipe ....per bundle...	.25
Stoves, in lots, to dealers, at owner's risk....per 100 lbs...	.50
Iron safes....per 100 lbs...	.50
Barbed wire....per reel of 115 lbs...	.35
Miscellaneous:*	
Cisterns....per cubic foot...	.03
Soda fountains....	.50
Jars and churns....per gallon...	.05
Baskets champagne....each...	.50
Baskets oil and cordials....do....	.25
Collars, hames, and saddle-trees, per dozen....	.35
Firkins butter....each...	.25
Trucks:	
For stores....do....	1.00
For stores and cotton, large....do...	1.50
Ice, coal, and coke...per ton, in bulk....	3.00
Hogshead poles....per 1,000...	6.00
Barrel poles ....do....	5.00
Church and plantation bells, per 100 pounds....	.50

Articles.	Rate.
Miscellaneous—Continued.	
Marble:	
In blocks ....per 100 lbs...	$0.50
Tombstones, finished....do....	1.00
Ordinary skiffs....each...	3.00
Kits, mackerel and salmon....do....	.20
Drum's potash....	.75
Lightning-rods....100 lbs....	.30
Granite bases ....do....	.35
No freight bill made for less than 25 cents.	
No landing for less than 50 cents.	
Special rates.	
Way molasses for refining purposes, from one plantation to another, per barrel....	.50
Portable engines—8 horse-power, $15; 15 horse-power, $20; 20 horse-power and above, $30 from one plantation to another.	
Down freight.	
Cotton....per bale...	.75
Staves....per 1,000...	5.00 to 6.00
Broom corn ....per bale...	.75
Cotton ....per sack...	1.00
Wool ....per bale...	1.00
Sugar....per hogshead...	1.50
Do....per barrel...	.35
Do ....per half barrel...	.20
Molasses....per barrel...	.75
Do ....per half barrel...	.40
Old iron....per 100 lbs...	.25
Peltries and beef hides....in bales....	1.00 to 2.00
Beef hides, single ....each...	.10
Hides, green....per bundle of 3...	.40
Potatoes....barrels...	.35
Potatoes....sacks...	.15
Lumber....	5.00
Shingles ....per 1,000...	1.00
Chickens, in coops, as to size....	.50 to 1.50
Turkeys, geese, ducks, etc., as to size.	.50 to 1.50
Empty barrels	.10
Flour barrels....	.05
Beer kegs, empty....	.10
Soda fountains, empty....	.25
Cotton-seed ....per ton...	2.50
Pecans....barrels...	.35
Pickets ....per 1,000...	20.00 to 30.00
(All other goods in proportion.)	

* No contract shall be made to purchase and deliver any goods that will net the boat less than full cost and card rates of freight.

MISSISSIPPI RIVER RATES.

[From the mouth of Red River, up-stream to Cairo.]

This tariff went into effect August 1, 1886, subject to change without notice. Agreed upon by agents of the Anchor, New Orleans, Vicksburg, and Greenville packets.

Articles.	To way landings below Memphis.
First class ... per 100 pounds	$0.50
Second class ... do	.35
Third class ... do	.30
Fourth class ... do	.25
Fifth class ... do	.20
Sixth class ... do	.15
SPECIALS.	
Bacon, lard, grain, bagging, per 100 pounds	.15
Ties:	
100 bundles and upwards, per bundle	.07½
Under 100 bundles ... per bundle	.10
Sugar and rice in hogsheads or barrels, per 100 pounds	.15
Hay ... per 100 pounds	.15
Flour, meal, apples, potatoes, onions, and lime ... per barrel	.30
Oranges ... do	.50
Pork, beef, and mackerel ... do	.45
Salt, rosin, plaster, and cement ... do	.40
Whisky and liquor ... do	1.00
Vinegar and oil, other than coal-oil ... do	.75
Coal-oil ... do	1.25
Molasses ... do	.75
Do ... per half-barrel	.40
Ale, porter, and beer ... per barrel	.40
Do ... per keg	.25
Coal ... per cask	1.25
Slate ... per square	1.50
Cisterns ... per gallon	.00⅜
Oranges and lemons ... per box	.25
Bananas:	
Bunches ... each	.30
Boxes ... per 100 pounds	.30
Salt, in sacks:	
Less than twenty ... per sack	.25
Twenty sacks or more ... do	.20
Powder:	
Lots of 10 kegs or more ... per keg	.50
Less than 10 kegs ... do	.50
Cabbage:	
Boxes or crates ... per 100 pounds	.30
Hogsheads ... do	.30
Boilers, flued ... per foot	1.50
House brick ... per M	8.00

Articles.	To way landings below Memphis.
Sewing-machines, set up ... each	$1.00
Pianos ... do	7.00
Buggies:	
Top ... each	4.00
Open ... do	3.00
Wagons:	
Two-horse ... each	5.00
Four-horse ... do	7.00
Cane carts ... do	5.00
Wheelbarrows, set up ... do	.25
Lumber:	
White pine ... per M	5.00
Yellow pine, oak, ash, or walnut, per M	5.00
Laths, cypress ... per M	1.00
Shingles, cypress ... do	1.00
Plows:	
One-horse ... each	.25
Two-horse ... do	.40
Stock:	
Horses ... per head	3.30
Mules ... do	3.00
Cattle ... do	3.00
Hogs ... do	.75
Sheep ... do	.60
Calves, young ... do	.75
Chickens and ducks ... per dozen	.....
Turkeys and geese ... do	.....
Empty oil barrels ... each	.15
Champagne, in baskets ... do	.30
Five-gallon kegs and case liquors ... do	.25
Ten-gallon kegs and case liquors ... do	.40
Trunks:	
Empty ... each	.25
Nested ... do	.40
Organs, boxed 250 to 350 pounds ... do	3.00
Dump carts ... do	3.00
Empty molasses barrels ... do	.15
Empty molasses half-barrels ... do	.10
Empty sugar hogsheads ... do	.25
Cotton presses ... per 100 pounds	.35
Bags in bales ... do	.15
Cotton-seed sacks:	
India cloth, 50 in bundle, per bundle	.30
Dundee cloth, 50 in bundle ... do	.25
Dry goods, boots and shoes, per 100 pounds	.35

SAINT LOUIS RATES.

Freight tariff by steam-boat from New Orleans to Saint Louis.

[Agreed on by the Anchor Line.]

Articles.		Rates.
Ash (soda or soda product)	per 100 pounds	$0.20
Ale, porter, beer, etc	do	.25
Bananas, in bunches	per bunch	.25
Bananas, in boxes	per 100 pounds	.30
Bagging, India, in bales	do	.20
Barrels, empty:		
Whisky	each	.25
Flour	do	.20
Beer-halves	do	.20
Beer-quarters	do	.15
Bottles, empty, in casks or crates	per 100 pounds	.25
Bottles, empty, in hampers	do	.30
Burr blocks	do	.20
Cement, lime, plaster, etc	per barrel	.50
Claret, soap, candles, can goods	per box	.20
Coffee and spices	per 100 pounds	.25
Corn	per sack	.25
Crockery, in casks or crates	per 100 pounds	.25
Champagne	per box or basket	.35
Currants, prunes, etc	per 100 pounds	.20
Cabbages, in crates or boxes	per cubic foot	.10
Cocoanuts	per 100 pounds	.25
Carboys acid	each	1.00
Dates	per 100 pounds	.20
Dry goods	do	.30
Fish	per barrel	.75
Gunnies:		
In bales	per bale	1.00
In bundles (75 each)	per bundle	.30
In bundles (50 each)	do	.25
Hardware	per 100 pounds	.25
Hides:		
Dry, loose	each	.10
Dry, in bales	per 100 pounds	.25
G. S., in bundles	do	.20
Household goods and furniture	per contract.	
Iron ties	per bundle	.10
Iron:		
Pig	per ton	3.50
Railroad	do	3.00
Scrap	per 100 pounds	.20
Sheet	do	.25
Jute, in bales	do	.20
Lumber and marble	contract.	
Marble dust	per barrel	.70
Molasses:		
In barrels	do	1.00
In half-barrels	each	.55
In 8 and 10 gallon kegs	do	.30
In 5-gallon kegs	do	·20
Moss and oakum	per 100 pounds	.25
Machinery	per contract.	
Oranges, in barrels	per barrel	.75
Oranges and lemons, in boxes	per box	.25
Oats and bran	per sack	.30
Oils (except coal-oil), in barrels	per barrel	.80
Oil, in boxes and baskets	per package	.20
Onions, in barrels	per barrel	.50
Potatoes	do	.50
Pecans, almonds, nuts, etc	per 100 pounds	.30
Paper stock, old iron, packed or loose	do	.20
Pitch (Carolina)	per barrel	.50
Pitch, coal-tar product	per 100 pounds	.15
Pastes, in boxes	per package	.15
Pastes, in half-boxes	do	.10
Rosin (city shipments)	per barrel	.40
Rosin on through bills of lading	do	.35
Rice	per 100 pounds	.20
Raisins	per box	.12½
Do	per half box	.07
Do	per quarter box	.05
Raisins (strapped)	per 100 pounds	.30
Shells, in hogsheads and barrels	do	.20
Sugar (domestic)	do	.20
Sugar (imported cargoes)	do	.12½
Salt (Liverpool)	per bag	.25
Salt (Turk's Island)	do	.18
Tin plate, nails, etc	per 100 pounds	.20
Tar, in barrels, halves, and quarters	do	.20
Tar (coal)	do	.20
Whisky, gin, brandy, wines, etc	do	.25
Wool	do	.30

RED RIVER TARIFF.

Special revised high-water season freight and passenger tariff of 1880, as agreed upon by the joint committees of the Planters' and Merchants' Red River Transportation Company and the Red River and Coast Line, and adopted at New Orleans June 20, 1884, taking effect July 1, 1884, and continuing in effect when the Grand Ecore packet can make regular weekly trips between New Orleans and Grand Ecore.

This contract is to continue five years and apply only to business of stockholders and subscribers of the Planters' and Merchants' Red River Transportation Company and contractors with Red River and Coast Line.

Below the falls at Alexandria a discount of 10 per cent. is allowed on this tariff:

Articles.	Rate.
Barrels:	
Flour, onions, potatoes, apples, meal, crackers, lime, hominy, per barrel	$0.40
The same in half-barrels.....each...	.25
Nuts, rice, beans, hams, dried apples, dried peaches, salt.....each...	.55
The same in half-barrels.....do.....	.30
Pork, beef, mackerel, bottled ale and porter, sugar, vinegar, krout, cider, cement, cranberries, plaster Paris, tar, pitch, rosin, oranges, sundries, lard and all other wet barrels.....each...	.75
The same in half-barrels.....do.....	.45
Whisky, brandy, gin, oils, kerosene, turpentine, alcohol, molasses, bitters, sulphur.....each...	1.50
The same in half-barrels.....do.....	.75
Bisulphate lime.....	1.15
Beer:	
In barrels.....	.55
In half-barrels.....	.40
In kegs.....	.30
Tierces:	
Hams, lard, tallow, bacon, and coffee .....each...	1.15
Sundries:	
In ham tierces.....do.....	1.50
In rice tierces.....do.....	2.65
Rice.....do.....	2.25
Hams and bacon in rice tierces, per 100 pounds.....	.30
Casks and hogsheads:	
Sugar, gross weight, per 100 pounds..	.35
Bacon.....do.....	.30
Coal.....per cask..	2.25
Ice .....do.....	2.25
Claret.....do.....	3.75
Crockery, merchandise, tinware and sundries.....per cubic foot...	.10
Hardware and heavy drugs:	
Casks, barrels, tierces and boxes, per 100 pounds.....	.40
Kegs:	
Soda	.40
Nails, lard, spice, groceries, medicines, merchandise, pigs' feet, horse and mule shoes.....each...	.30
Molasses:	
8 and 10 gallon kegs.....	.30
5 gallon kegs	.25
Shot and lead.....per keg...	.95
Liquors .....do.....	.55
Powder.....do.....	.75
Do.....half-keg...	.55
Do.....per quarter-keg...	.40
Herrings.....per keg...	.20
Containing cans.....	.55
Empty cans:	
Lots, 5 gallons .....each...	.10
Lots, 10 gallons .....do.....	.12
White lead:	
50 pounds.....do.....	.30
25 pounds.....do.....	.15
In large packages.....per 100 lbs...	.30
Crates:	
Crockery, merchandise, jugs, jars, cabbage, etc., at owner's risk, per cubic foot.....	.10

Articles.	Rate.
Bales:	
Merchandise, bedding, etc., per cubic foot.....	$0.10
Hay and moss.....per bale...	1.15
Oakum.....do.....	.30
Trunks:	
Merchandise.....per cubic foot...	.10
Nests:	
Small.... Medium Large.....per nest...	30 to 60
Empty:	
Small.... Medium Large.....each...	20 to 30
Boxes and cases:	
Soap, candles, cheese, starch, vermicelli, pipes, macaroni, buckwheat, oysters, pie fruit, ink, soda, codfish.....	.25
Window glass:	
Small, at owner's risk.....	.25
Large, at owner's risk.....	.40
Extra large, at owner's risk, special rates.	
Toilet soap (small boxes strapped), each counted.....	.15
Wines, preserves, pickles, liquors, tea, cordial, bitters, candy, nuts, raisins, lye, milk, crackers, each.....	.30
Matches:	
Large cases.....	.45
Small cases.....	.30
Sardines, quarter and half boxes, breakfast bacon, tin plate, oranges, lemons, apples, sugar of lemon, champagne.....each...	.55
Tobacco:	
Boxes and three-quarter boxes.....	.55
Half and quarter boxes and caddies	.30
Buckets, single and nest, each counted	.30
Boxes and caddies, in cases, per cubic foot.....	.20
Herrings and clothes-pins, strapped, each counted.....	.12
Raisins, strapped, each counted.....	.15
Axes:	
Double boxes.....	.55
Single boxes.....	.30
Coffee mills, cotton and wool cards, strapped or single, each counted.....	.40
Coal oil:	
Per can.....	.50
Per case.....	1.00
In lots of 25 boxes and over, per case	.75
Hats, caps, boots, shoes and merchandise, per cubic foot.....	.10
Axle grease, 50 pounds.....	.40
Axe handles, 5 dozen.....	.30
Umbrellas, strapped or single, each box.....	.45
Show cases .....per cubic foot...	.25
Metallic burial cases, per cubic foot...	.15
Saddlery and harness, per cubic foot	.10
Carboys and doghouses:	
Containing acids, etc.....each...	3.00

Articles.	Rate.
Sacks:	
Corn.....per 100 pounds...	$0.25
Oats, bran, guano, peas, onions, potatoes, bacon, dried apples, dried peaches.....per 100 pounds...	.30
Empty cotton-seed sacks, per sack..	.01
Peanuts, coffee, pepper, spice, nuts, cotton-seed, rice, wheat, rye, barley, feathers.....per sack...	.55
Shot, horseshoe nails, corks, per sack.....	.20
Shot, in pockets or bundles, each counted	.10
Salt, under 500 sacks.....	.45
Salt, over 500 sacks, per contract	
Bacon, not over 100 pounds, per sack..	.50
Wooden and willow ware:	
Tubs.....per nest...	.20
Buckets.....per dozen...	.20
Buckets, covered.....per nest of 3...	.15
Buckets.....per rack...	.35
Well buckets.....per dozen...	.40
Measures.....per rack...	.25
Barrel covers and washboards, per dozen	.20
Churns:	
In crates.....per foot...	.10
Loose.....each...	.10
Brooms .....per dozen...	.20
Scythe snaths.....do.....	.20
Rakes .....do.....	.20
Hay and manure forks.....do.....	.20
Clothes baskets.....per nest...	.20
Market baskets .....per nest of 3...	.08
Willow cabs and cradles.....each...	.40
Bird cages.....do.....	.25
Step-ladders and clothes-horses, each.....	.25
Sieves.....per dozen...	.15
Spinning-wheels.....each...	.40
Cases .....per cubic foot...	.10
Paper:	
Wrapping, large.....per bundle...	.25
Wrapping, small.....do	.15
Printing.....do.....	.40
Bottles and flasks:	
Crates and boxes.....per cubic foot...	.10
Small boxes glassware.....each.....	.30
Rope:	
Small cords and plow-lines..per coil...	.15
Heavy cordage.....per 100 pounds...	.30
Demijohns:	
Five gallons.....each...	1.15
Small.....do.....	.75
Empty:	
1 and 2 gallons.....do.....	.08
3, 4, and 5 gallons.....do.....	.10
Rat-traps:	
Large.....per dozen...	1.15
Small.....do.....	.75
Cans:	
Ten gallons.....each...	.95
Five gallons.....do... ..	.55
Small.....do.....	.30
Empty.....do.....	.12
Iron ties:	
For baling cotton, per bundle of 56 pounds	.20
Bagging:	
30 to 50 yards.....per half-roll...	.40
60 to 100 yards.....per roll...	.75
Carriages, etc.:	
Carriages and buggies, boxed, per cubic foot.....	.10
Fine carriages.....each...	14.00
Rockaways, barouches, and ambulances.....each...	8.40
Jersey and spring wagons:	
Two horse.....each...	7.00
One horse.....each...	4.20
Omnibuses and stage-coaches...do.....	21.00
Buggies:	
With top.....do.....	7.00
No top.....do.....	5.60
Sulkies.....do.....	3.50

Articles.	Rate.
Furniture:	
Boxed.....per cubic foot...	$0.08
Bureaus:	
Fine, with glass.....each...	2.00
Extra fine, marble top.....do.....	3.00
Medium .....do.....	1.50
Common..... .....do.....	1.25
Washstands:	
Fine, marble top.....do.....	1.50
Medium ... .do.....	.75
Common .....do.....	.40
Tables:	
Extension .....do.....	2.00
Dining, large.....do.....	1.25
Dining, small .....do.....	.75
Office, large .....do.....	1.25
Office, small.....do.....	.75
Center, fine marble top, large, each	2.00
Center, fine marble top, small, each	1.25
Center, medium and common, each.	.75
Card, fine,.....each...	1.00
Card, common and medium, do.....	.50
Kitchen .....do.....	.75
Sideboards:	
Marble top .....do.....	3.00
Common .....do.....	2.00
Desks:	
Fine, large.....do.....	3.50
Medium and common .....do.....	2.00
Bookcases:	
Fine, large.....do.....	4.00
Medium..... .....do.....	3.00
Common ..... do.....	2.00
Hat-racks:	
Fine, large ....do.....	2.00
Medium and common .....do.....	1.25
What-nots:	
Fine, large .....do.....	2.00
Medium and common.....do.....	1.00
Sofas:	
Fine and medium.....do.....	2.00
Common .....do.....	1.50
Parlor chairs:	
Fine.....do.....	.40
Medium..... .....do.....	.25
Rockers and easy chairs:	
Fine.....do.....	.75
Medium..... .....do.....	.50
Common and small.....do.....	.25
Reclining, dentist and barber chairs, each	1.50
Office and arm chairs ....each...	.25
Common and split-bottom chairs, in bundles of 2.....	.20
Revolving chairs .....each...	.40
Bedsteads:	
Fine, with cornice.....each...	4.00
Common, with cornice.....do.....	1.75
High post .....do.....	1.25
Low post and cottage.....do.....	.75
Single or trundle .....do.....	.65
Lounges ....do.....	1.25
Armoirs:	
Fine..... .....do.....	4.00
Medium and common.....do.....	2.00
Safes or cupboards:	
Large..... .....do.....	2.00
Medium and small.....do.....	1.25
Mattresses:	
Spring.....do.....	1.25
Double .....do.....	.50
Single .....do.....	.40
Spring bottoms:	
Set up ....do.....	.60
Rolled up .....do.....	.25
Sewing-machines .....do.....	1.00
Sewing-machines, boxed, per cubic foot	.15
Pianos:	
Upright.....each...	6.00
Horizontal ....do.....	10.00
Piano and office stools.....do.....	.25

Articles.	Rate.
Furniture—Continued.	
Knocked down furniture, per 100 pounds	$0.65
Stock:	
Race or blooded horses.....each...	15.00
Jacks and jennies, blooded.....do.....	15.00
Horses, mules, oxen, and cows...do.....	4.50
Hogs, sheep, dogs, and goats.....do.....	1.50
Yearlings and calves.....do.....	2.65
Building material:	
Patent roofing.....per 100 pounds...	.50
Lumber.....per M...	7.00
Laths.....per bundle...	.20
Bricks.....per 1000...	7.00
Shingles.....do.....	1.50
Slate.....per square...	3.00
Tlie.....each...	.08
Tile, for roofing.....do.....	.04
Doors:	
Panels.....do.....	.55
Large.....do.....	.75
Sash:	
In bundles, small lots, per cubic foot...	.10
Glazed.....per cubic foot...	.15
Blind doors, sash, etc, large lots, per 100 pounds	.90
Tin pipes and gutters, per running foot	.04
Iron castings, heavy, per 100 pounds..	.35
Fire brick (average weight 8 pounds each), per 100 pounds	.25
Wagons and carts:	
Two-horse:	
With bodies	5.60
Without bodies	4.20
Four-horse:	
With bodies	7.00
Without bodies	5.60
Cane carts	6.00
Cane wagons	9.00
Drays	4.20
Carts	3.50
Timber wheels:	
Large	21.00
Small	17.50
Grocery barrows	.70
Dirt barrows:	
In lots.....each...	.30
Single.....do.....	.35
Hand carts.....do.....	1.40
Two-horse wagons, K. D.....do.....	3.50
Four-horse wagons, K. D.....do.....	4.20
Carts, K. D	2.80
Wagon stuff (in the rough), per 100 pounds	.55
Furniture:	
One-horse	10.50
Two-horse	14.00
Children's	
Fine	1.40
Common	1.00
Express:	
One-horse	3.50
Two-horse	4.20
Spring:	
Small, one-horse	3.50
Large, two-horse	4.20
Hearses by contract.	
Machinery:	
Shingle machines.....each...	5.00
Circular saws.....do.....	1.00
Straight saws, bundles of 2, per bundle	.75
Cross-cut saws, bundles of, 2 per bundle	.75
Garden engines.....each...	2.00
Corn-cob crushers and bark mills, each	5.00
Chain pumps.....each...	.65
Washing-machines.....do.....	1.00
Mill-stones.....per 100 pounds	.40
Flue boilers.....per running foot...	1.50
Cylinder boilers.....do.....	1.25

Articles.	Rate.
Machinery—Continued.	
Chimneys:	
Small.....per running foot...	$0.30
Large.....do.....	.50
Portable engines, saw and grist mill engines, heavy machinery and castings, double circular saw mills complete, planing, molding, and brick machines, and sugar rollers, per 100 pounds	1.00
Mortising machines.....each...	2.50
Sugar kettles.....per inch...	.07
Grindstones.....per 100 pounds...	.20
Anvils.....do.....	.20
Smith's bellows.....each...	1.00
Sorghum mills.....do.....	2.50
Machinery in pieces, per 100 pounds..	.40
Fanning mills.....each...	3.35
Corn mills:	
Small.....do.....	4.00
Large.....do.....	6.65
Straw cutters:	
Small.....do.....	1.00
Large.....do.....	4.00
Corn-shellers:	
Small.....do.....	1.00
Large.....do.....	3.35
Plows:	
Small and mediun.....do.....	.35
Large.....do.....	.50
Gang plows.....do.....	1.35
Sulky plows.....do.....	3.35
Cotton sander and duster	6.65
Cotton gins:	
40 and 50 saw.....each.....	6.65
50 to 80 saw.....do.....	9.00
Condensers.....per foot...	.10
Smut-mills.....each...	6.65
Mowing-machines.....do.....	6.65
Cotton-planters:	
Large.....do.....	2.65
Small.....do.....	1.35
Cultivators.....do.....	1.70
Spades, shovels, and handle hoes, ...per dozen...	.50
Plows, K. D.....per 100 pounds...	.50
Scrapers.....each...	.34
Stoves, iron, and castings:	
Bars, bundles, and slabs:	
Large lots.....per 100 pounds...	.30
In small lots.....per bar...	.20
Iron slabs and bundles	.35
Hollow ware:	
Large lots.....per 100 pounds...	.70
Small lots.....per piece...	.10
Sheet iron.....per bundle...	.70
Boiler iron.....per sheet...	.70
Iron railing and ornaments, per 100 pounds	.70
Cast-iron pipes.....per 100 pounds...	.35
Pig and old iron.....do.....	.30
Stoves, cooking:	
Nos. 8 and 9.....each...	3.50
Nos. 6 and 7.....do.....	2.80
Nos. 5 and less.....do.....	1.75
Cooking ranges.....do.....	5.60
Heating stoves:	
Large.....do.....	2.80
Medium.....do.....	2.10
Small.....do.....	1.40
Fixtures, boxed.....per cubic foot...	.10
Stove-pipe.....per bundle...	.30
Stoves, in lots, at owner's risk, per contract.	
Iron safes.....per cubic foot...	.70
Miscellaneous:	
Soda fountains	1,50
Jars and churns.....per gallon...	.05
Baskets:	
Champagne.....each...	.55
Oil and cordials.....do.....	.30
Collars, hames, and saddle-trees, per dozen	.30
Firkins, butter.....each...	.40

Articles.	Rate.
Miscellaneous—Continued.	
Trucks for stores and cotton:	
Large ..... each...	$0.75
Small ..... do.....	.55
Ice, coal, and coke..... per ton...	6.00
Hogshead poles .....per 1,000...	11.25
Barrel poles.....do.....	9.00
Church and plantation bells, per 100 pounds.....	.45
Ice chests .....per cubic foot...	.10
Farmers' boilers.....per gallon...	.08
Cotton scales and frames, complete..	1.50
Marble:	
In blocks.....per 100 pounds...	.57
Tombstones, finished.....do.....	1.50
Ordinary skiffs.... .....each...	3.75
Kits, mackerel and salmon.....do.....	.25
Cotton presses.....per 100 pounds...	.55
Cisterns, as per contract.	
Drum's, potash	1.90
Lightning-rods .....per 100 pounds.....	.55
Cotton seed, for planting, up or down stream, per bushel.....	.10
Valuables:	
Letters or small packages, up or down stream.....	.50
Gold and silver coin and bank notes, ¼ of 1 per cent. in currency.	
Cotton, up-stream.	
Brownsville to Shreveport, per bale	1.50
Loggy Bayou to Shreveport do.....	1.00
Cut-off to Shreveport..... .....do.....	.75
Cotton-seed, up-stream.	
From below Loggy Bayou to Shreveport .....per ton...	4.00
Cotton-seed, up-stream—Continued.	
From above Loggy Bayou to Shreveport.....per ton...	$3.00
Down-stream rates, way landings below Shreveport and above Grand Ecore:	
Cotton.....per bale...	1.50
Wool.....do.....	2.00
Cotton-seed .....per ton...	5.00
Dry hides.....each...	.15
Green hides.....per 100 pounds...	.50
Seed cotton .....do.....	.50
Flour in sacks, to all way landings, 100 pound sacks .....each...	.30
25 or 50 pound sacks	.15
Downs-tream rates, Grand Ecore and way landings below:	
Cotton, when 5 or more bales are shipped from landing at one time.....per bale...	1.25
Cotton, when less than 5 bales are shipped from landing at one time.....per bale...	1.50
Cotton seed.....per ton...	4.00
Dry hides.....each...	.12½
Green hides.. .. ..per 100 pounds...	.35
Seed cotton, in sacks, per 100 pounds..	.45
From Shreveport to Loggy Bayou and way landings when shipped on the regular coast packet: Bacon and corn, 15 cents per 100 pounds; meal and flour, 25 cents per barrel. All other freight one-half card rates of 1883. No landing for less than 50 cents. No freight-bill for less than 50 cents.	

OUACHITA TARIFF.

[Tariff agreed on October, 1878, between New Orleans and the Ouachita River adopted by the New Orleans and Ouachita River Transportation Company.]

Passenger tariff.

New Orleans to—	
Black River	$8.00
Trinity.....	8.00
Harrisonburgh	8.00
Above to—	
Start's Landing.....	10.00
Columbia.....	10.00
Castor Landing.....	12.00
Way to Monroe	12.00
Monroe.....	12.00
Trenton	12.00
Above to—	
Ouachita City.....	12.00
Alabama Landing.....	12.00
Above to—	
Roland's Raft	13.00
Marie Saline	13.00
Careyville.....	$13.00
Pigeon Hills.....	13.00
Moro Bay	13.00
Wilmington	13.00
Above to—	
Champignolle.....	15.00
Eldorado	15.00
Beech Hills.....	15.00
Camden	15.00
Camden to Monroe.....	10.00

DECK PASSAGE, WITHOUT FOOD.

To Ouachita City and below.....	3.00
To Monroe and Trenton	3.00
To Camden.....	5.00
Above Ouachita City.....	5.00

Freight tariff.

All sales made by boat must be at regular tariff rates.

Boats taking freights for points beyond their destination shall charge the full tariff rate.

Boats shall not charge less than the full rates of passage, to induce the shipment of freight.

Boats shall not pay any commission to shippers, to induce shipment of freight.

Boats shall have the privilege of taking cotton reshipped from other boats at less than regular card rates, from point of reshipment.

No freight bill made out for less than 50 cents.

Ten per cent. will be charged on all C. O. D. bills collected by the boat.

When C. O. D. bills are returned to shippers, freight will be charged both ways by the boat.

High-water minimum freight tariff.

Articles.	Public.	Way.
Barrels:		
Sugar, porter, beer, and ale, bottled	$1.00	$1.25
Flour, onions, potatoes, nuts, apples, beans, meal, tar, rosin, crackers, sundries, and dry barrels	.50	.60
Pork, beef, mackerel, porter, beer, ale, cider, vinegar, kraut, cement, lime, plaster, plaster-paris, bacon, hams, rice	.75	.75
Whisky, brandy, gin, oil, alcohol	2.00	2.00
Molasses in half-barrels	1.00	1.00
Empty barrels in lots	.15	.20
Empty half-barrels in lots	.15	.20
G. O. bitters ... barrels	1.50	1.50
Porter, beer, and ale ... half-barrels	.50	.75
Kerosene and turpentine	2.00	2.00
Molasses	2.00	2.00
Whisky ... half-barrels	1.00	1.00
Tierces:		
Hams, lard, tallow, bacon, sundries, coffee	1.25	1.25
Bacon, in rice tierces	2.00	2.00
Casks and hogsheads:		
Hardware and white lead ... per 100 pounds	.50	.50
Sugar	4.50	5.00
Bacon	4.00	4.50
Ice	2.50	2.50
Crockery, merchandise ... per foot	.10	.12½
Casks, sundries, consisting of small packages, etc ... do	.....	.....
Rice, in tierces	1.75	1.75
Coal	2.50	2.50
Kegs:		
Soda, in kegs of 100 pounds	.50	.50
Soda	.25	.35
Nails, lard, spice, groceries, white lead (25 pounds), medicines, oils, merchandise, pigs' feet	.25	.35
Shot and lead	1.50	1.50
Liquors	.50	.75
Powder	1.50	1.50
Do ... half-kegs	1.00	1.00
Do ... quarter-kegs	.50	.50
Containing cans	.50	.60
Powder in lots over 10 kegs, 10 per cent, off.		
Molasses:		
10 or 8 gallons	.40	.50
5 gallons	.25	.35
Crates:		
Crockery, merchandise, jugs, jars, etc ... per cubic foot	.10	.10
Hampers:		
Bottles, etc	1.50	1.50
Bales:		
Merchandise, old goods, bedding, etc ... per cubic foot	.15	.15
Moss ... per bale	1.00	1.25
Oakum	.50	.60
Hay	1.00	1.00
Boxes and cases:		
Boxes of sundries, containing small boxes or kegs ... per foot	.15	.15
Fourth and half boxes raisins, strapped or boxed, 5 or less ... per package	.25	.35
Herrings, strapped or boxed 5 or less ... do	.25	.35
Powder (25 pounds)	1.50	1.50
Powder (50 pounds)	3.00	3.00
Wines and bottled liquors	.30	.40
Soap, candles, figs, raisins, vermicelli, macaroni, cheese, pipes, buckwheat, herrings, pickles, preserves, tea, pie, fruits, oysters, ink, soda, starch, window glass, sugar, lemons, etc ... each	.25	.35
Tobacco caddies (each box when strapped)	.25	.35
Sardines (quarters and halves)	.30	.40
Breakfast bacon, Tin plate	.75	.75
Apples, oranges, and lemons	.50	.60
Tobacco:		
Boxes and three-fourth boxes	.75	.75
Half boxes	.50	.50
Axes:		
Double boxes	.50	.60
Single boxes	.25	.35
Coffee mills, cotton and wool cards ... per box	.30	.40
Coal oil ... boxes	.75	.75
Hats, boots, and shoes ... per cubic foot	.10	.12½
Dry goods and merchandise ... do	.15	.15
Small boxes ... each	.25	.35
Hardware ... per 100 pounds	.50	.50
Bacon, original package boxed	2.00	2.25
Carboys and dog houses:		
Containing acids, etc	3.00	3.00
Trunks:		
Merchandise	.75 to 1.50	.75 to 1.50
Nests trunks		

High-water minimum freight tariff—Continued.

Articles.	Public.	Way.
Trunks—Continued.		
Empty:		
Large	$0.75	$0.75
Medium	.50	.50
Small	.50	.50
Sacks and salt:		
Corn:		
Gunnies ... each	.25	.30
In burlaps or double sacks, large	.40	.50
In burlaps or double sacks, small	.30	.35
Salt:		
1 to 10 sacks	.50	.60
11 to 1,000 sacks	.40	.50
Guano, pease, onions, potatoes, apples, etc ... each	.30	.40
Bacon	.50	.60
Coffee, pepper, spice, salt, almonds, nuts, cotton seed, rice, wheat, rye ... each	.50	.60
Shot, horseshoe nails, corks ... do	.25	.35
Feathers:		
Small ... do	.75	.75
Large ... do	1.00	1.00
Coffee, Mexican bales	.75	.75
Oats and bran	.40	.50
Cotton-seed meal	.30	.40
Demijohns:		
5 gallons ... each	.50	.60
Small ... do	.50	.50
Empty ... do	.15	.20
Cans:		
10 gallons ... do	.50	.60
5 gallons ... do	.50	.60
Small ... do	.50	.60
Empty:		
Small ... do	.15	.15
Empty cans, large or reservoirs ... each	1.00	1.00
Bagging:		
Kentucky or India ... per roll, 50 or 60 yards	.50	.60
India or Kentucky ... per roll, 100 yards	.75	.75
Do ... 130 yards	1.00	1.00
Do ... 160 yards	1.25	1.25
Bale ... per bale	3.00	3.50
Rope:		
Baling and grass ... per coil	.50	.50
Small cords, plow-lines, etc ... do	.25	.35
Heavy cordage ... per 100 pounds	.50	.50
Iron ties:		
For baling cotton:		
1 to 20 ... per bundle	.25	.30
21 or more	.15	.15
Wooden and willow ware:		
Tubs ... per nest, 3 or more	.50	.60
Buckets ... per dozen	.40	.50
Buckets, covered ... nest of 3	.30	.40
Buckets, well ... per bundle of 6 or less	.50	.60
Measures ... per rack	.40	.50
Barrel-covers, wash-boards ... per bundle	.25	.35
Churns ... each	.25	.35
Brooms ... per bundle	.25	.35
Scythe snaths ... do		
Rakes ... do	.40	.50
Hay or manure forks ... do		
Clothes-baskets ... in nests	.50	.50
Market-baskets ... per bundle	.50	.50
Willow cabs and cradles ... each	.75	1.00
Bird-cages	.25	.35
Step-ladders and clothes-horses ... each	.50	.50
Step-ladders and clothes-horses, small ... do	.50	.50
Sieves ... per dozen	.30	.40
Spinning-wheels ... each	.75	.75
Hubs, spokes, felloes, bows ... per bundle	.25	.35
Carriages:		
Fine ... each	15.00	20.00
Extra large and fine ... do	20.00	20.00
Rockaways, barouches, and ambulances ... do	10.00	10.00
Jersey or spring wagons:		
With top ... do	6.00	6.00
Without top ... do	5.00	5.00
Omnibuses and stage-coaches ... do	25.00	25.00
Buggies:		
With tops ... do	6.00	6.00
No top ... do	5.00	5.00
Sulkies ... do	3.00	3.00
In lots of 10 or over, 15 per cent. off.		

High-water minimum freight tariff—Continued.

Articles.	Public.	Way.
Wagons:		
Two-horse, without bodies ... per bundle	$4.00	$4.50
Four-horse, without bodies ... do	6.00	7.00
Two-horse, with bodies ... do	5.00	6.00
Four-horse, with bodies ... do	7.00	8.00
Drays and carts ... each	4.00	5.00
Timber wheels:		
Large ... do	25.00	25.00
Small ... do	15.00	15.00
Hand-carts ... do	2.00	2.00
Wheelbarrows ... do	.50	.75
Dirt-barrows, in lots ... do	.30	.40
Knocked-down wagons, 10 and over, packed beds, 15 per cent. off.		
Wagons, in lots of 10 and over, 15 per cent. off to dealers.		
Furniture:		
Armoirs:		
Common and medium, set up	1.25 3.00	2.00 4.00
Common and medium, knocked down, to dealers ... per cwt	.65	.75
Fine ... each	3.50 5.00	4.00 6.00
Book-cases:		
Common	1.50	2.00
Medium	2.00	2.50
Fine	3.00 5.00	4.00 6.00
Bedsteads:		
Common, low-post, no tester	.75	1.00
Common, low posts, no tester, 6 or more	.50	.75
Common, French, low posts, no tester	1.00	1.50
Common, French, low posts, no tester, 6 or more	.75	1.00
High posts, common, no tester	1.00	1.50
High posts, common, no tester, 6 or more	.75	1.00
High posts, with tester	1.50	2.00
High posts, with tester, 6 or more	1.00	1.50
Victoria. common, with tester	1.50	2.00
Victoria, medium, with tester	2.50	3.00
Victoria, fine, with teaster	3.00 5.00	4.00 6.00
Bureaus:		
Common	1.25	1.75
Medium	1.75	2.25
Extra fine	3.00 5.00	4.00 6.00
Fine	2.00	2.50
Wood top, common	1.00	1.25
Packed to dealer ... per cwt	.85	1.00
Boxed, large lot to dealers ... do	.65	.75
Boxed, small lot to dealers ... do	1.00	1.25
Chairs:		
Knocked down, boxed, to dealers ... do	.65	.75
Knocked down, bundles, to dealers ... do	.65	.75
Common wood or split bottom, bundles of 2 ... per bundle	.25	.35
Common wood or split bottom, set up ... per dozen	1.00	1.25
Common wood or split bottom, lots 2 dozen or more ... do	.75	1.00
Cane bottom, bundles of 2 ... per bundle	.30	.40
Cane bottom ... per dozen	1.25	1.50
Cane bottom, lots 2 dozen or more ... do	1.00	1.25
Cane bottom, fine, bundles of 2 ... per bundle	.40	.50
Rockers:		
Common, 2 or less ... each	.50	.60
Common, 6 or more ... do	.25	.30
Fine, 2 or less ... do	1.00	1.25
Office and arm chairs, bundles of 2 ... per bundle	.40	.50
Parlor and arm chairs, fine ... each	1.00	1.25
Parlor chairs, per bundle of 2	1.00	1.25
Revolving chairs ... each	.50	.75
Reclining, barber, and dentists' chairs ... do	2.00	2.50
Desks:		
Falling leaves, in two packages	1.25	1.75
Fine	2.00 5.00	3.00 6.00
Standing ... per running foot	.50	.75
Hat racks:		
Common and medium	.50 1.00	.75 1.50
Fine	2.00 5.00	3.00 6.00
Looking glasses and mirrors, per contract	.....	.....
Lounges:		
Common circle ends ... each	.75	1.25
Common circle ends, 6 or more ... do	.40	.75

High-water minimum freight tariff—Continued.

Articles.	Public.	Way.
Furniture—Continued.		
Lounges—Continued.		
Upholstered	$1.00 4.00	$2.00 5.00
Mattresses:		
Spring ... each	2.00	3.00
Double ... do	.75	1.00
Double, 6 or more ... do	.50	.75
Single ... do	.50	.75
Single, lots 6 or more	.25	.50
Spring bottoms:		
Set up	.40	.60
Knocked down, to dealers ... per cwt	.65	.75
Sofas:		
Small and common ... each	1.00 1.50	1.50 2.00
Fine	1.75 3.00	2.25 3.50
Safes and cupboards ... each	.75 2.00	1.25 2.50
Safes and cupboards, lots 6 or more	.50 1.00	.75 1.50
Side-boards:		
Common and wood top ... each	1.25	1.75
Marble top ... do	2.00	3.00
Fine marble top ... do	3.00 5.00	4.00 6.00
Tables:		
Extension ... do	1.00 2.50	1.50 3.00
Dining	.50 1.00	.75 1.50
Office ... each	.75 2.00	1.00 2.50
Center ... do	.75 1.50	1.00 2.00
Center, medium and common	.50 .75	.75 1.00
Card ... each	1.50 2.00	2.00 2.50
Kitchen, common ... do	.25	.35
Washstands:		
Common ... do	.25	.35
Medium ... do	.50	.75
Fine and marble top ... do	.75	1.00
Extra fine ... do	1.25 3.00	1.75 3.50
Packed in lots to dealer ... per cwt	.85	1.00
What-nots, fine	2.00 5.00	3.00 6.00
Oil-cloth, rolled ... per running foot	.20	.25
Carpets, rolled ... per cwt	.....	.....
Matting, rolled ... per roll	.50	.75
Pianos:		
Upright ... each	10.00	15.00
Horizontal ... do	15.00	20.00
Building materials:		
Lumber:		
Dressed ... per M	8.00	8.00
Rough ... do	6.00	7.50
Laths ... per bundle	12½	15
Bricks ... per M	10.00	10.00
Shingles ... per bundle of 250	40	50
Slate ... per square	2.00	2.00
Tiles ... each	.10	.15
Doors:		
Panel ... do	1.00	1.25
Panel, small ... do	.50	.75
Sash:		
In bundles ... per cubic feet	.10	.10
In bundles, glazed ... do	.15	.15
Blinds, door and window frames, in bundles ... per foot	.10	.10
Tin pipes and gutters ... per running foot	.10	.10
Machinery:		
Shingle-machines ... each	7.50	7.50
Saws:		
Circular, boxed ... do	3.00	3.00
Straight, in bundles of two	1.00	1.00
Cross-cut, in bundles of two	.75	1.00
Garden engines ... each	3.00	3.00
Corn-cob crusher ... do Bark-mill ... do	5.00	5.00

High-water minimum freight tariff—Continued.

Articles.	Public.	Way.
Machinery—Continued.		
Chain-pump, boxed	$0.75	$1.00
Washing-machines:		
Large ... each	1.50	1.50
Medium and small ... do	1.00	1.00
Mill-stones:		
36-inch ... per pair	12.00	12.00
30-inch ... do	8.00	8.00
24-inch ... do	6.00	6.00
11-inch, and under, in lots ... do	2.00	2.00
Flue-boilers ... per running foot	3.00	3.00
Cylinder-boilers ... do	2.00	2.00
Chimneys:		
Small, 10 to 15 inch ... do	.50	.50
Large ... do	.50	.75
Portable engines, complete ... per horse-power	*5.00	*6.00
Saw and grist mill engines, heavy machinery and castings, double circular-saw mills, complete, planting, molding, and brick machines, sugar rollers, per 100 pounds	1.00	1.00
Mortising-machines ... each, per contract.		
Grindstones:		
Large lots ... per 100 pounds	.50	.50
Small lots ... do	.75	.75
Anvils ... each	.75	.75
Vises and bundles of tongs ... do	.50	.50
Smiths' bellows ... do	1.50	1.50
Sorghum-mills:		
Small ... each	4.00	4.00
Large ... do	7.50	7.50
Cotton-press ... per 100 pounds	.50	.50
Agricultural implements:		
Fanning-mills ... each	5.00	5.00
Corn-mills:		
Small ... do	5.00	5.00
Large ... do	7.50	7.50
Extra large ... do	10.00	10.00
Straw-cutters		
Small and medium ... do	1.50	1.50
Large ... do	2.50	2.50
Corn-shellers:		
Small ... do	1.50	1.50
Large ... do	2.50	2.50
Plows ... do	.50	.50
Plows, large ... do	1.00	1.00
Gang-plows ... do	2.50	2.50
Sulky-plows ... do	5.00	5.00
Thrashing-machines:		
Small ... do	15.00	15.00
Endless chain, two-horse power, complete ... do	50.00	50.00
Endless chain, four-horse power, complete ... do	100.00	100.00
Endless chain, lever and separator ... do	100.00	100.00
Cotton sander and duster	15.00	15.00
Cotton-gins:		
40 saws ... 15 cents per saw	6.00	6.00
50 saws ... do	7.50	7.50
60 saws ... do	9.00	9.00
70 saws ... do	10.50	10.50
80 saws ... do	12.00	12.00
Cotton-gin condenser	20.00	20.00
Smut-mills ... each	10.00	10.00
Mowing-machines ... do	5.00	5.00
Reapers	8.00	8.00
Cotton-planters:		
Large ... each	2.00	2.50
Small ... do	1.50	1.50
Cultivators ... do	1.50	1.50
Spades, shovels, and handle-hoes ... per dozen	.50	.60
Plows to dealers in lots of 25 or more ... 10 per cent. off.		
Stoves, iron, and castings:		
Bars, bundles, and slabs, large lots ... per 100 pounds	$0.25	$0.35
In small lots ... per bar	.40	.50
Iron slabs and bundles ... each	.50	.60
Hollow ware:		
Large lots ... per 100 pounds	.50	.50
Small lots ... per piece	.15	.25
Sheet-iron ... per bundle	1.00	1.00
Boiler-iron ... per sheet	1.00	1.00
Iron railing and ornaments ... per 100 pounds	1.00	1.00
Cast-iron pipes ... do	.50	.50
Railroad iron, large lots, per contract ... do	.....	.....
Pig and old iron ... per ton	5.00	5.00

*Or by contract.

High-water minimum freight tariff—Continued.

Articles.	Public.	Way.
Stoves, iron, and castings—Continued.		
Cooking stoves:		
Large, Nos. 8 and 9 ....each	$3.50	$3.50
Medium, Nos. 6 and 7 ....do	2.50	2.50
Small, No. 5 and less ....do	2.00	2.00
Cooking-ranges ....do	5.00	5.00
Heating-stoves:		
Large ....do	2.50	2.50
Medium ....do	1.50	1.50
Small ....do	1.00	1.00
Fixtures, boxed ....per cubic foot	.10	.10
Stovepipe ....per bundle	.50	.50
Iron safes ....per cubic foot	1.00	1.00
Stoves:		
At owner's risk	.....	.....
In lots to dealers, 10 per cent. off	.....	.....
Large lots iron to dealers must be 500 pounds or more.		
Miscellaneous:		
Jugs, jars, and churns ....per gallon	.04	.04
Paper:		
Printing, small ....per bundle	.50	.50
Printing, large ....do	.75	.75
Wrapping, large ....do	.50	.50
Wrapping, small ....do	.25	.35
Metallic burial cases ....per cubic foot	.15	.15
Basket champagne ....each	.75	.75
Basket oil and cordials ....do	.50	.50
Collars, hames, and saddletrees ....per dozen	.50	.60
Kits mackerel and salmon ....each	.25	.35
Firkins butter ....do	.50	.50
Trucks:		
For stores, small ....do	.75	.75
For stores and cotton, large ....do	1.00	1.00
Ice ....per ton	10.00	10.00
Church and plantation bells ....per 100 pounds	.50	.60
Ice-chests ....per cubic foot	.10	.10
Farmers' boilers ....per gallon	.10	.10
Cotton scales and frame complete	2.50	2.50
Paper and other small packages	.25	.35
Marble tombstones:		
Dressed ....per 100 pounds	1.00	1.00
Or granite ....do	.50	.50
Ordinary skiffs ....each	4.00	4.00
Show-cases:		
Fine, owners' risk	3.50	3.50
Common, owners' risk	2.00	2.00
Stock:		
Race and blooded horses ....each	25.00	25.00
Mules, oxen, and cows ....do	5.00	5.00
Hogs, sheep, goats, and dogs ....do	1.50	1.50
Horses	5.00	5.00
Mules, in lot of 5 or more	4.00	4.00

FREIGHTS DOWN.

Article.	Rate.
Cotton:	
Camden to Alabama Landing, inclusive ....per bale	$1.50
Ouachita City Landing, Monroe, Trenton, and all points below ....do	1.25
Horses, single	5.00
Hogs, in lots	$0.75 to 1.50
Sheep, in lots	.75
Cow and calf	5.00
Beef cattle, in lots	3.00 to 5.00
Cotton-seed ....per sack	.20 to .25
Seed cotton, in sacks ....each	1.50
Old iron ....per ton	5.00
Dry hides:	
Large lots, 10 or more ....each	.10
Small ....do	.15
Green hides ....per bundle	.30
Staves, oak ....each	.02 to .03½

OUACHITA RIVER.

High-water minimum freight tariff.

[Adopted January 1, 1883.]

Articles.	Town.	Way.
Barrels:		
Porter, beer, and ale:		
Bottled	$0.75	$1.00
Bottled, in lots of 10 or more	.50	.75
Flour, onions, potatoes, nuts, apples, beans, rice, meal, tar, rosin, crackers, sundries and all dry barrels	.50	.60
All dry barrels, in lots of 25 or more	.30	.50
Pork, beef, mackerel, cider, vinegar, kraut, cement, lime, plaster	.75	1.00
The same in lots, 10 or more	.50	.75
Whisky, brandy, gin, oil, and alcohol	2.00	2.00
Do ... half-barrels	1.00	1.00
Do ... lots of 5 barrels or more	1.00	1.25
Do ... lots of half-barrels or more	.60	.60
Molasses ... per barrel	2.00	2.00
Do ... per half-barrel	1.00	1.00
Do ... per barrel, lots of 5 or more	1.25	1.25
Do ... per half-barrel, lots of 5 or more	.75	.75
Kerosene and turpentine	2.00	2.00
Do ... half-barrels	1.00	1.00
Do ... lots of 5 or more	1.50	1.50
Do ... lots of 5 half-barrels or more	.75	.75
Sugar ... per cwt	.25	.30
Sugar, in lots of 6 barrels or more ... do	.20	.25
Crockery ... do	1.00	1.25
Hardware (ordinary) ... do	.40	.50
Tierces:		
Bacon, hams, lard, and tallow ... per cwt	.20	.25
Hardware (ordinary) ... do	.40	.50
Casks and hogsheads:		
Bacon:		
Single packages ... do	.25	.30
Lots of 5 or more	.15	.20
Ice and coal ... per hogshead	2.50	2.50
Sugar:		
Hogsheads ... per cwt	.25	.30
Lots of 3 hogsheads or more	.20	.25
Crockery and merchandise ... per cwt	.75	1.00
Hardware:		
Ordinary ... do	.40	.50
Heavy, viz: chains, plow points, hoes ... do	.35	.45
Kegs:		
Molasses:		
8 or 10 gallons ... per keg	.40	.50
Lots of 10 or more	.25	.35
5 gallons	.25	.35
Lots of 10 or more	.15	.20
Powder ... per keg	.75	1.00
Do ... per half-keg	.50	.75
Do ... per quarter keg	.35	.50
Shot and lead ... per keg	1.00	1.25
Soda ... do	.40	.50
Liquors ... do	.50	.75
Powder, in lots of 10 kegs or more, 10 per cent. off.		
Nails, lard, spices, groceries, white lead (25 pounds), drugs, oils, pigs' feet and merchandise, horse and mule shoes ... per keg	.25	.35
White lead:		
Fifty pounds ... do	.40	.50
To dealers ... per cwt	.40	.50
Containing cans	.40	.50
Herrings ... per keg	.25	.35
Empty ... per gallon	.03	.04
Crates:		
Crockery ... per cwt	.75	1.00
Cabbage ... per foot	.10	.15
Bales:		
Merchandise, dry goods, etc ... per cwt	.60	.75
Oakum ... per bale	.40	.50
Hay ... do	1.00	1.25
Carboys and doghouses:		
Containing acids, etc	3.00	3.00
Boxes and cases:		
Wines and bottled liquors and sardines ... each	.30	.40
Soap, candles, figs, raisins, vermicelli, macaroni, cheese, pipes, buckwheat, herrings, pickles, preserves, tea, pie fruits, oysters, ink, soda, starch, window glass, etc ... each	.25	.35
Groceries and can goods, in lots of 25 boxes or more ... do	.20	.30
Apples, oranges, and lemons	.50	.60
Herrings, strapped 5 or more, each counted ... each	.05	.05
Raisins, ½ and ¼, 5 or more, each counted ... do	.08	.08

High-water minimum freight tariff—Continued.

Articles.	Town.	Way.
Boxes and cases—Continued.		
Tobacco:		
Caddies	$0.25	$0.35
Caddies, strapped, 5 or more, each counted ... each	.15	.20
One-half boxes	.50	.50
One-half boxes, lots of 10 or more ... each	.40	.40
One-fourth boxes, lots of 10 or more ... do	.25	.25
Tin-plate ... per cwt	.50	.60
Coal oil ... per box	.75	.75
Coal oil, in lots of 10 boxes or more	.50	.50
Axes ... single box	.25	.35
Do ... double box	.40	.50
Cotton and wool cards ... per box of 2 dozen or less	.30	.40
Coffee-mills ... per box	.25	.40
Boots and shoes ... per cwt	.75	.....
Hats, notions, and millinery goods ... do	1.00	1.00
Dry goods ... do	.60	.75
Tinware, boxed ... do	1.00	1.25
Hardware, boxed ... do	.40	.50
Ax-handles, boxed, 3 dozen or less	.25	.40
Ax-handles, boxed, 5 dozen	.40	.60
Axle-grease, boxed	.50	.75
Guns and rifles, boxed ... 6 or less	1.00	1.50
Horseshoe-nails, boxed ... each	.15	.25
Trunks:		
Packed with merchandise:		
Large	1.50	1.50
Medium	1.00	1.00
Small	.50	.50
Nests trunks, empty ... per nest	.75	.75
Trunks, empty, large, small, and medium ... each	.50	.50
Sacks:		
Corn, oats, and bran ... per cwt	.30	.35
Corn, oats, and bran, in lots of 25 sacks or more ... do	.20	.25
Salt:		
1 to 10 sacks	.50	.60
11 to 50 sacks	.40	.50
51 or more	.30	.40
Coffee, pepper, spice, nuts, etc	.50	.60
Shot ... per sack	.25	.35
Shot, pockets and bundles, each counted ... each	.10	.15
Bacon ... per sack	.60	.75
Peanuts ... do	.50	.60
Demijohns:		
Filled	.50	.60
Empty, 1 and 2 gallons ... each	.10	.15
Empty, 3, 4, and 5 gallons ... do	.15	.25
Cans:		
Filled, 10 gallons ... do	.75	.75
Filled, 5 gallons or less ... do	.50	.50
Empty, 10 gallons or less ... per gallon	.05	.05
Oil cans or reservoirs, empty	1.00	1.00
Bagging:		
Per roll of 100 yards	.75	.75
Per roll, of less than 100 yards ... per yard	.01	.01
In lots of 1,000 yards or more	0½	.0½
Rope:		
Grass and cotton plow-lines ... per coil	.25	.35
Medium grass ... do	.50	.50
Heavy cordage ... per cwt	.50	.60
Heavy cordage, to dealers ... do	.40	.50
Iron ties:		
Per bundle of 20 bundles or less	.20	.25
Per bundle of 21 to 99 bundles	.15	.20
Per bundle of 100 or more	.10	.10
Wood and willow ware:		
Wood-saw, bundles of 6 or less	.50	.75
Tubs ... per nest of 3	.50	.60
Buckets ... per dozen	.25	.40
Well-buckets, 6 or less	.25	.40
Buckets, covered ... per rack	.40	.50
Measures ... do	.30	.40
Barrel covers, bundles of 1 dozen or less	.25	.40
Wash-boards, bundles of 1 dozen or less	.25	.40
Churns ... each	.25	.35
Churns, lots 5 or more	.20	.20
Brooms ... per dozen	.25	.40
Brooms, lots 2 dozen or more ... do	.20	.35
Brooms, lots half dozen or less	.25	.25
Scythe snaths, rakes, hay or manure forks, single	.25	.35
Scythe snaths, rakes, hay or manure forks, bundles of 3	.40	.50
Clothes-baskets, nests	.50	.50

High-water minimum freight tariff—Continued.

Articles.	Town.	Way.
Wood and willow ware—Continued.		
Market-baskets, bundles of 3	$0.50	$0.50
Willow carriages and cradles ... each	.75	.75
Bird-cages ... do	.25	.35
Step-ladders ... do	.50	.50
Step-ladders, in lots 5 or more ... do	.30	.40
Sieves, 2 dozen or less ... per bundle	.25	.35
Spinning-wheels ... each	.75	.75
Spinning-wheels, 5 or more ... do	.50	.50
Hubs, spokes, felloes, bows ... per bundle, 4 or less	.25	.40
Do ... cwt	.50	.75
Plow stocks:		
Single	.25	.35
Lots of 3 or more ... each	.20	.30
Wrapping paper:		
Large, 5 ream or less ... per bundle	.40	.60
Medium, 5 ream or less ... do	.30	.50
Small, 5 ream or less ... do	.20	.35
Carriages:		
Fine ... each	15.00	20.00
Extra large and fine	20.00	20.00
Rockaways, barouches, and ambulances ... each	10.00	10.00
Omnibuses and stage-coaches ... do	25.00	25.00
Buggies:		
With top	5.00	6.00
Without top	4.00	5.00
Sulkies ... each	3.00	3.50
Sulkies, in lots of 10 or more, 15 per cent. off.		
Hardware and heavy drugs:		
Casks, barrels, tierces, and boxes ... per cwt	.40	.50
Pipes:		
Wines and liquors	6.00	7.00
Do ... half-pipe	3.00	3.50
Do ... quarter-pipe	1.50	1.75
Do ... eighth-pipe	1.00	1.50
Puncheons	7.00	8.00
Wagon:		
One-horse wagon:		
With body, set up	3.50	4.00
With body, knocked down	3.00	4.00
Two-horse wagon:		
With body, set up	5.00	6.00
With body, knocked down	4.50	5.00
Without body, knocked down	3.50	4.00
Without body, set up	4.00	4.50
Four-horse wagon:		
Without body, set up	6.00	7.00
Without body, knocked down	5.00	6.00
With body, knocked down	6.00	7.00
With body, set up	7.00	8.00
In lots of 10 wagons:		
Set up, 20 per cent. off.		
Knocked down, 25 per cent. off.		
One-horse cart:		
Without body	2.50	3.50
With body	3.00	4.00
One-horse dray	3.00	4.00
Wheelbarrows:		
Garden or levee ... each	.50	.60
In lots of 5 or more ... do	.30	.40
Dirt barrows, in lots of 5 or more, knocked down ... do	.30	.40
Timber wheels:		
8½ feet and upwards, per pair, with tongue	20.00	20.00
8 feet and less, per pair, with tongue	15.00	15.00
8½ feet and upwards, per pair, with axle only	15.00	15.00
8 feet and less, per pair, with axle, only	12.50	12.50
Furniture:		
Armoires, common and medium, set up	1.25 3.00	2.00 4.00
Armoires, common and medium, knocked down, to dealers ... per cwt	.65	.75
Armoires, fine ... each	3.50 5.00	4.00 6.00
Book-cases:		
Common	1.50	2.00
Medium	2.00	2.50
Fine	3.00 5.00	4.00 6.00
Bedsteads:		
Common, low post, no tester	.75	1.00
Common, low posts, no tester, 6 or more	.50	.75
Common French, low posts, no tester	1.00	1.50
Common French, low posts, no tester, 6 or more	.75	1.00

High-water minimum freight tariff—Continued.

Articles.	Town.	Way.
Furniture—Continued.		
Bedsteads—Continued.		
High posts, common, no tester	$1.00	$1.50
High posts, common, no tester, 6 or more	.75	1.00
High posts, with tester	1.50	2.00
High posts, with tester, 6 or more	1.00	1.50
Victoria, common, with tester	1.50	2.00
Victoria, medium, with tester	2.50	3.00
Victoria, fine, with tester	3.00 5.00	4.00 6.00
Bureaus:		
Common	1.25	1.75
Medium	1.75	2.25
Extra fine	3.00 5.00	4.00 6.00
Fine	2.00	2.50
Wood top, common	1.00	1.25
Packed, to dealer ... per cwt.	.85	1.00
Boxed, large lot to dealers ... do	.65	.75
Boxed, small lot, to dealer ... do	1.00	1.25
Chairs:		
Knocked down, boxed to dealers ... do	.65	.75
Knocked down, bundles, to dealers ... do	.65	.75
Common wood or split bottom, bundles of 2 ... per bundle	.25	.35
Common wood or split bottom, set up ... per dozen	1.00	1.25
Common wood or split bottom, lots 2 dozen or more ... do	.75	1.00
Cane bottom, bundles of 2 ... per bundle	.30	.40
Cane bottom ... per dozen	1.25	1.50
Cane bottom, lots of 2 dozen or more ... do	1.00	1.25
Cane bottom, fine, bundles of 2 ... per bundle	.40	.50
Rockers:		
Common, 2 or less ... each	.50	.60
Common, 6 or more ... do	.25	.30
Five, 2 or less ... do	1.00	1.25
Office and arm chairs, bundles of 2 ... per bundle	.40	.50
Parlor and arm chairs, fine ... each	1.00	1.25
Parlor chairs ... per bundle of 2	1.00	1.25
Revolving chairs ... each	.50	.75
Reclining, barber and dentists' chairs ... do	2.00	2.50
Desks:		
Falling leaves, in two packages	1.25	1.75
Fine	2.00 5.00	3.00 6.00
Standing ... per running foot	.50	.75
Hat racks:		
Common and medium	.50 1.00	.75 1.50
Fine	2.00 5.00	3.00 6.00
Looking glasses and mirrors, per contract.		
Lounges:		
Common circle ends ... each	.75	1.25
Common circle ends, 6 or more ... do	.40	.75
Upholstered	1.00 4.00	2.00 5.00
Mattresses:		
Spring ... each	2.00	3.00
Double ... do	.75	1.00
Double, 6 or more ... do	.50	.75
Single ... do	.50	.75
Single, lots 6 or more ... do	.25	.50
Spring bottoms:		
Set up	.40	.60
Knocked down, to dealers ... per cwt.	.65	.75
Sofas:		
Small and common ... each	1.00 1.50	1.50 2.00
Fine	1.75 3.00	2.25 3.50
Safes and cupboards ... each	.75 2.00	1.25 2.50
Safes and cupboards, lots 6 or more	.50 1.00	.75 1.50
Side-boards:		
Common and wood-top ... each	1.25	1.75
Common marble-top ... do	2.00	3.00
Fine marble-top	3.00 5.00	4.00 6.00
Tables:		
Extension ... each	1.00 2.50	1.50 3.00
Dining ... do	.50 1.00	.75 1.50

High-water minimum freight tariff—Continued.

Articles.		Town.	Way.
Furniture—Continued.			
Tables—Continued.			
Office	each	$0.75 2.00	$1.00 2.50
Center	do	.75 1.50	1.00 2.00
Center, medium and common	do	.50 .75	.75 1.00
Card	do	1.50 2.00	2.00 2.50
Kitchen, common	do	.25	.35
Washstands:			
Common	do	.25	.35
Medium	do	.50	.75
Fine and marble-top	do	.75	1.00
Extra fine	do	1.25 3.00	1.75 3.50
Packed in lots to dealers	per cwt	.85	1.00
What-nots, fine		2.00 5.00	3.00 6.00
Oil cloth, rolled	per running foot	.20	.25
Carpets, rolled	per cwt	.....	.....
Matting, rolled	per roll	.50	.75
Pianos:			
Upright	each	10.00	15.00
Horizontal	do	15.00	20.00
Machinery:			
Portable engines:			
Attached, not mounted	per cwt	1.25	1.50
Detached, not mounted	do	1.00	1.25
Attached, mounted on skids	do	.90	1.00
Detached, mounted on skids	do	.75	1.00
Attached, mounted on wheels	do	.75	.85
Detached, mounted on wheels	do	.70	.80
Boilers:			
With dome	do	1.00	1.25
Without dome, or plain	do	.75	1.00
Stationary engines	do	1.00	1.00
Saw-mills, shingle machines, heavy machinery, and castings	do	.75	1.00
Circular saws:			
Boxed, 12 to 30 inches	per inch	.10	.10
Boxed, over 30 inches to 60 inches	do	.08	.08
Cross-cut saws:			
Bundles of 2	per bundle	.50	.75
Bundles of 4	do	.75	1.00
Chain pumps	each	1.00	1.00
Grindstones	do	.50 1.00	.75 1.50
Grindstones, in lots	per cwt	.40	.50
Sorghum mills	do	1.00	1.00
Cotton presses	do	.50	.50
Mill-stones	do	.50	.75
Chimneys:			
10 to 15 inches	per running foot	.30	.30
16 inches or larger	do	.50	.50
Smith's bellows:			
Large	each	1.50	1.50
Small and medium	do	1.00	1.25
Anvils:			
Per 100 pounds or less		.50	.75
Per 100 pounds or more		.40	.50
Vises	each	.50	.50
Agricultural implements:			
Corn mills:			
18 to 24 inches	per cwt	.75	.75
26 to 36 inches	do	.60	.70
Gang plows	each	2.50	2.50
Thrashing machines, per contract.			
Straw-cutters	do	1.00	1.50
Corn-shellers	do	1.00	1.50
Stand corn-mills, work by hand		.50	.75
Hand corn-mills		.30	.40
Plows, scrapers, and sweeps:			
Single		.50	.50
Lots 5 or more	each	.30	.40
Plows, large	do	1.00	1.00
Scrapers and sweeps, cast lots, 5 or more		.30	.40
Sulky plows and cultivators	each	4.00	5.00
Cultivators and harrows:			
Three to 10 teeth	do	.75	1.00
Lots 3 or more	do	.50	.75

High-water minimum freight tariff—Continued.

Articles.		Town.	Way.
Agricultural implements—Continued.			
Cotton gins:			
40, 50, 60 saw	per saw	$0.15	$0.15
70, 80 saw	do	.12	.12½
Condensers and feeders	do	.07½	.07½
Cotton planter	each	1.00	1.50
Spades and shovels:			
Bundles 6 or less		.25	.35
Per dozen		.50	.60
Handled hoes and rakes, bundles of 12 or less		.50	.60
Single-trees, 1 dozen or less	per bundle	.25	.35
Double-trees, 1 dozen or less	do	.50	.50
Hames, 1 dozen pairs or less	do	.25	.35
Horse collars:			
Cloth, 1 dozen or less	per bundle	.25	.35
Leather, 1 dozen or less	do	.50	.60
Grain cradles:			
Cases	per case	1.50	2.00
Bundles, 3 or less	per bundle	.50	.75
Bundles, 6 or less	do	1.00	1.50
Stoves, iron and castings:			
Bars, bundles, and slabs, large lots	per cwt	.40	.50
Iron, small lots	per bar	.40	.50
Do	per bundle	.50	.60
Hollow-ware:			
Large lots to dealers	per cwt	.50	.60
Small lots	per piece	.10	.15
Sheet-iron	per bundle	1.00	1.00
Boiler-iron	per sheet	1.00	1.00
Iron-railings and ornaments	per cwt	1.00	1.00
Cast-iron pipe	do	.50	.50
Pig and old iron	per ton	5.00	5.00
Stoves	per cwt	1.00	1.25
Stoves, owner's risk	do	.60	.75
Stoves to dealers, lots, 10 per cent. off.			
Stoves to dealers, large lots, as per contract.			
Stove-fixtures, boxed	per cwt	1.00	1.25
Stove-pipe	per bundle	.50	.50
Iron safes	per foot	1.00	1.00
Building material:			
Lumber:			
Dressed	per M	8.00	8.00
Rough	do	6.00	7.50
Laths	per bundle	.10	.15
Bricks	per M	10.00	10.00
Shingles	do	1.50	1.50
Slates	per square	2.00	2.25
Tiles	each	.10	.15
Panel doors	do	1.00	1.25
Panel doors, small	do	.50	.75
Sash in bundles	per cubic foot	.10	.10
Sash, in bundles, glazed	do	.15	.15
Blinds, doors, and window-frames, in bundles	per foot	.10	.10
Tin pipe and gutters	per running foot	.10	.10
Miscellaneous:			
Stone jugs and jars	per gallon	.04	.04
Metallic burial cases	per foot	.15	.15
Baskets, champagne		.50	.50
Baskets, oil and cordial		.25	.40
Kits, mackerel and salmon		.25	.35
Trucks for stores:			
Large		.75	1.00
Small		.50	.50
Ice	per ton	10.00	10.00
Church and plantation bells	per cwt	.75	1.00
Ice chests	per cubic foot	.10	.10
Cotton scales and frames, complete		2.50	2.50
Paper and other small packages		.25	.35
Marble tomb stones, dressed	per cwt	1.00	1.00
Granite tomb stones, dressed	do	.50	.50
Show cases:			
Fine, owner's risk		3.50	3.50
Common, owner's risk		2.00	2.00

No freight bill up or down for less than 50 cents.
No landing bill up or down for less than $1.
All down freights at same rate.
Shippers responsible for plantation freight bills.
Shippers failing to furnish weights will be charged the old rates.

FREIGHTS DOWN.

Articles.	Rate.
Cotton:	
Camden to Alabama Landing, inclusive ..... per bale	$1.50
Ouachita City Landing, Monroe, Trenton, and all points below ..... do	1.25
Horses, single	5.00
Hogs, in lots	$0.75 to 1.50
Sheep, in lots	.75
Cow and calf	5.00
Beef cattle, in lots	3.00 to 5.00
Cotton seed ..... per sack	.20 to .25
Seed cotton, in sacks ..... each	1.50
Old iron ..... per ton	5.00
Dry hides:	
Large lots, 10 or more ..... each	.10
Small ..... do	.15
Green hides ..... per bundle	.30
Staves, oak ..... each	.02 to .03

OUACHITA RIVER HIGH-WATER MINIMUM FREIGHT TARIFF.

[Adopted January, 1885.]

All valuable letters must be charged for at the rate of 50 cents.

For amounts less than $200 and all amounts over $200 at the rate of one-quarter per cent.

All sales made by boat must be at regular tariff rates.

No freight bill made out for less than 50 cents.

When bills taken for collection are returned to shippers, freight will be charged both ways by the boat.

No C. O. D. bills to be taken by boats, but bills for collection can be taken at shippers' risks.

All freight for points above Ouachita City, charge the same as way freight.

Adopted by the New Orleans and Ouachita River Consolidated Line of Steam-boats January 1, 1885.

Articles.	Public.	Way and above Ouachita City to Camden.
Barrels:		
Sugar, porter, beer, and ale, bottled	$1.00	$1.25
Flour, onions, potatoes, nuts, apples, beans, meal, tar, rosin, crackers, sundries and dry barrels	.50	.65
Pork, beef, mackerel, porter, beer, ale, cider, vinegar, kraut, cement, lime, plaster, plaster-paris, bacon, hams, rice	.75	1.00
Whisky, brandy, gin, oil, alcohol	2.00	2.00
Molasses in half barrels	1.00	1.00
Empty barrels in lots	.15	.20
Empty half barrels in lots	.15	.20
Porter, beer, and ale, half barrels	.50	.75
Kerosene and turpentine	2.00	2.00
Molasses	2.00	2.00
Whisky half barrels	1.00	1.00
Tierces:		
Hams, lard, tallow, bacon, sundries, coffee	1.25	1.50
Casks and hogsheads:		
Hardware and white lead ..... per 100 pounds	.50	.50
Sugar	4.50	5.00
Bacon	4.00	4.50
Ice	2.50	2.50
Crockery, merchandise ..... per foot	.10	.15
Coal	2.50	2.50
Kegs:		
Soda, in kegs of 100 pounds	.50	.50
Nails, lard, spice, groceries, medicines, oils, merchandise, pigs' feet	.25	.35
Shot and lead	1.50	1.50
Liquors	.50	.75
Powder	1.50	1.50
Do ..... half kegs	1.00	1.00
Do ..... quarter kegs	.50	.50
Containing can	.50	.75
White lead:		
25 to 50 pounds	.25	.35
100 pounds	.50	.50
Molasses:		
10 or 8 gallon	.40	.50
5 gallon	.25	.35
Crates:		
Crockery merchandise, jugs, jars, etc ..... per cubic foot	.10	.15

Ouachita River high-water minimum freight tariff—Continued.

Articles.	Public.	Way and above Ouachita City to Camden.
Hampers:		
Bottles, etc	$1.50	$1.50
Bales:		
Merchandise, etc. per 100 pounds	.50	.50
Moss per bale	1.00	1.25
Oakum	.50	.50
Hay	1.00	1.00
Boxes and cases:		
One-quarter and one-half boxes raisins, strapped or boxed, 5 or less, per package	.25	.35
Herrings, strapped or boxed, 5 or less per package	.25	.35
Powder:		
25 pounds	1.50	1.50
50 pounds	3.00	3.00
Wines and bottled liquors	.40	.50
Soap, candles, figs, raisins, vermicelli, macaroni, cheese, pipes, buckwheat, herrings, pickles, preserves, tea, pie, fruits, oysters, ink, soda, starch, window-glass, etc each	.25	.35
Tobacco caddies (each box when strapped)	.25	.35
Sardines (quarter and halves)	.30	.40
Breakfast bacon, tin plate	.50	.50
Oranges and lemons	.50	.50
Tobacco:		
Boxes and three-quarter boxes	.75	.75
One-half boxes	.50	.50
Axes:		
Double boxes	.50	.75
Single boxes	.25	.40
Coffee-mills, cotton and wool cards per box	.30	.40
Coal-oil boxes	.50	.50
Hats, boots, and shoes each	.50	.75
Dry goods, clothing, and general merchandise per 100 pounds	.50	.50
Small boxes each	.25	.35
Hardware per 100 pounds	.50	.75
Bacon, original package boxed	2.00	2.50
Carboys and doghouses:		
Containing acids, etc	3.00	3.00
Trunks:		
Merchandise / Nests trunks	.75 to 1.50	.75 to 1.50
Empty	.50 to .75	50 to .75
Sacks and salt:		
Corn, oats, and bran per cwt	.25	.30
Salt:		
1 to 10 sacks	.50	.50
11 to 1,000 sacks as per contract.		
Bacon	.50	.75
Coffee, pepper, spice, almonds, nuts each	.50	.75
Shot, horse-shoe nails, corks do	.25	.35
Feathers:		
Small do	.75	.75
Large do	1.00	1.00
Coffee, Mexican bales	.75	.75
Demijohns:		
5 gallons each	.50	.75
Small do	.50	.60
Empty do	.15	.20
Cans:		
10 gallons do	.50	.60
5 gallons do	.50	.60
Small do	.50	.60
Empty, small	.15	.15
Empty cans, large or reservoirs each	1.00	1.00
Bagging:		
Kentucky or India per yard	.0½	.0½
Rope:		
Small cords, plow lines, etc per coil	.25	.35
Heavy cordage per 100 pounds	.50	.50
Iron ties:		
For baling cotton:		
1 to 20 per bundle	.25	.25
21 to 50 per bundle	.15	.15
50 or more	.10	.10
Wooden and willow ware:		
Tubs, per nest (3 or more)	.50	.60
Buckets, per dozen	.40	.50
Buckets, covered, nest of three	.30	.40
Buckets, well, per bundle of 6 or less	.50	.60
Measures per rack	.40	.50

Ouachita River high-water minimum freight tariff—Continued.

Articles.	Public.	Way and above Ouachita City to Camden.
Wooden and willow ware—Continued.		
Barrel covers, wash-boards ... per bundle...	$0.25	$0.35
Churns ... each...	.25	.35
Brooms ... per bundle...	.25	.35
Scythe snaths ... do...		
Rakes ... do...	.40	.50
Hay or manure forks ... do...		
Clothes baskets ... in nests...	.50	.50
Market baskets ... per bundle...	.50	.50
Willow cabs and cradles ... each...	.75	1.00
Bird cages ... do...	.25	.35
Step-ladders and clothes-horses ... do...	.50	.50
Step-ladders and clothes-horses (small) ... do...	.50	.50
Sieves ... per dozen...	.30	.40
Spinning wheels ... each...	.75	.75
Hubs, spokes, felloes, bows ... per bundle...	.25	.25
Carriages:		
Fine ... each...	15.00	20.00
Extra large and fine ... do...	20.00	20.00
Rockaways, barouches, and ambulances ... do...	10.00	10.00
Jersey or spring wagons:		
With top ... do...	6.00	6.00
Without top ... do...	5.00	5.00
Omnibuses and stage-coaches ... do...	25.00	25.00
Buggies:		
With tops ... do...	6.00	6.00
No tops ... do...	5.00	5.00
Sulkies ... do...	3.00	3.00
Sulkies, in lots of 10 or over, 15 per cent. off		
Wagons:		
Two-horse, without bodies ... each...	4.00	4.50
Four-horse, without bodies ... do...	6.00	7.00
Two-horse, with bodies ... do...	5.00	6.00
Four-horse, with bodies ... do...	7.00	8.00
Drays and carts ... do...	4.00	5.00
Timber wheels, large ... do...	25.00	25.00
Timber wheels, small ... do...	15.00	15.00
Hand-carts ... do...	2.00	2.00
Wheelbarrows ... do...	.50	.75
Dirt barrows, in lots ... do...	.30	.40
Knocked down wagons, 10 and over, packed beds, 15 per cent. off		
Wagons, in lots of 10 and over, 15 per cent. off to dealers.		
Furniture:		
Armoires:		
Common and medium set up	1.25 / 3.00	2.00 / 4.00
Common and medium knocked down to dealers per cwt	.65	.75
Fine ... each...	3.50 / 5.00	4.00 / 6.00
Book-cases:		
Common	1.50	2.00
Medium	2.00	2.50
Fine	3.00 / 5.00	4.00 / 6.00
Bedsteads:		
Common, low post, no tester	.75	1.00
Common, low posts, no tester, 6 or more	.50	.75
Common French, low posts, no tester	1.00	1.50
Common French, low posts, no tester, 6 or more	.75	1.00
High posts, common, no tester	1.00	1.50
High posts, common, no tester, 6 or more	.75	1.00
High posts, with tester	1.50	2.00
High posts, with tester, 6 or more	1.00	1.50
Victoria, common, with tester	1.50	2.00
Victoria, medium, with tester	2.50	3.00
Victoria, fine, with tester	3.00 / 5.00	4.00 / 6.00
Bureaus:		
Common	1.25	1.75
Medium	1.75	2.25
Extra fine	3.00 / 5.00	4.00 / 6.00
Fine	2.00	2.50
Wood top, common	1.00	1.25
Packed to dealer ... per cwt...	.85	1.00
Boxed large lot to dealers ... do...	.65	.75
Boxed small lot to dealers ... do...	1.00	1.25

Ouachita River high-water minimum freight tariff—Continued.

Articles.	Public.	Way and above Ouachita City to Camden.
Furniture—Continued:		
Chairs:		
Knocked down, boxed to dealers ....per cent....	$0.65	$0.75
Knocked down, bundles, to dealers....do....	.65	.75
Common wood or split-bottom, bundles of 2....per bundle...	.25	.35
Common wood or split-bottom, set up....per dozen...	1.00	1.25
Common wood or split-bottom, lots 2 dozen or more....do....	.75	1.00
Cane bottom, bundles of 2....per bundle...	.30	.40
Cane bottom....per dozen...	1.25	1.50
Cane bottom, lots 2 dozen or more....do....	1.00	1.25
Cane bottom, fine, bundles of 2....per bundle...	.40	.50
Rockers:		
Common, 2 or less....each...	.50	.60
Common, 6 or more....do....	.25	.30
Fine, 2 or less....do....	1.00	1.25
Office and arm chairs, bundles of 2 ....per bundle...	.40	.50
Parlor and arm chairs, fine....each...	1.00	1.25
Parlor chairs....per bundle of 2...	1.00	1.25
Revolving chairs ....each...	.50	.75
Reclining, barber, and dentists' chairs ....do....	2.00	2.50
Desks:		
Falling leaves, in two packages	1.25	1.75
Fine....	2.00 5.00	3.00 6.00
Standing....per running foot...	.50	.75
Hat racks:		
Common and medium....	.50 1.00	.75 1.50
Fine....	2.00 5.00	3.00 6.00
Looking glasses and mirrors....per contract.		
Lounges:		
Common circle ends....each...	.75	1.25
Common circle ends, 6 or more....do....	.40	.75
Upholstered	1.00 4.00	2.00 5.00
Mattresses:		
Spring....each...	2.00	3.00
Double....do....	.75	1.00
Single....do....	.50	.75
Single, 6 or more....do....	.25	.50
Spring bottoms:		
Set up....	.40	.60
Knocked down to dealers....per cwt...	.65	.75
Sofas:		
Small and common....each...	1.00 1.50	1.50 2.00
Fine....	1.75 3.00	2.25 3.50
Safe and cupboards....each...	.75 2.00	1.25 2.50
Safe and cupboards, lots of 6 or more....	.50 1.00	.75 1.50
Side boards:		
Common and wood top....each...	1.25	1.75
Common marble top....each...	2.00	3.00
Fine marble top....each...	3.00 5.00	4.00 6.00
Tables:		
Extension....each...	1.00 2.50	1.50 3.00
Dining....	.50 1.00	.75 1.50
Office.... each...	.75 2.00	1.00 2.50
Center....do....	.75 1.50	1.00 2.00
Center medium, and common....	.50 .75	.75 1.00
Card....do....	1.50 2.00	2.00 2.50
Kitchen, common....do....	.25	.35
Washstands:		
Common....each...	.25	.35
Medium....do....	.50	.75
Fine and marble top....do....	.75	1.00
Extra fine....do...	1.25 3.00	1.75 3.50
Packed in lots to dealers....per cwt...	.85	1.00

Ouachita River high-water minimum freight tariff—Continued.

Articles.	Public.	Way and above Ouachita City to Camden.
Furniture—Continued.		
Whatnots, fine	$2.00 5.00	$3.00 6.00
Oil cloth, rolled ... per running foot	.20	.25
Carpets, rolled ... per cwt	.50	.50
Matting, rolled ... per roll	.50	.75
Pianos:		
Upright ... each	10.00	15.00
Horizontal ... do	15.00	20.00
Sewing machines	1.25	1.50
Sewing machines, knocked down ... per cwt	.75	1.00
Sewing machines, 6 or more	1.00	1.25
Building materials:		
Lumber:		
Dressed ... per M	8.00	8.00
Rough ... do	6.00	7.50
Laths ... per bundle	.12½	.15
Bricks ... per M	8.00	8.00
Shingles ... per bundle of 250	.10	.50
Slate ... per square	2.00	2.00
Tiles ... each	.10	.15
Doors:		
Panel ... each	1.00	1.25
Panel, small ... do	.50	.75
Sash:		
In bundles ... per cubic foot	.10	.10
In bundles, glazed ... do	.15	.15
Blinds, door and window frames, in bundles ... per foot	.10	.10
Tin pipes and gutters ... per running foot	.10	.10
Machinery:		
Shingle machines ... each	7.50	7.50
Circular saws, boxed ... do	3.00	3.00
Straight saws, in bundles of 2	1.00	1.00
Cross-cut saws, in bundles of 2	.75	1.00
Garden engines ... each	3.00	3.00
Corn-cob crushers ... each Bark mill ... do	5.00	5.00
Chain pump, boxed	.75	1.00
Washing machines:		
Large ... each	1.50	1.50
Medium and small ... do	1.00	1.00
Mill stones:		
36 inch ... per pair	12.00	12.00
30 inch ... do	8.00	8.00
24 inch ... do	6.00	6.00
11 inch and under, in lots ... do	2.00	2.00
Flue boilers ... per running foot	3.00	3.00
Cylinder boilers ... do	2.00	2.00
Chimneys:		
small, 10 to 15 inch ... do	.50	.50
large ... do	.50	.70
Portable engines, complete, per horse power (or per contract)	5.00	6.00
Saw and grist mill engines, heavy machinery and castings, double circular saw mills, complete, planting, molding and brick machines, sugar rollers ... per 100 pounds	1.00	1.00
Mortising machines, each ... per contract		
Grindstones:		
large lots ... per 100 pounds	.50	.50
small lots ... do	.75	.75
Anvils ... each	.75	.75
Vises and bundles of tongs ... do	.50	.50
Smiths' bellows ... do	1.50	1.50
Sorghum mills:		
small ... do	4.00	4.00
large ... do	7.50	7.50
Cotton press ... per 100 pounds	.50	.50
Agricultural implements:		
Fanning mills ... each	5.00	5.00
Corn mills:		
small ... do	5.00	5.00
large ... do	7.50	7.50
extra large ... do	10.00	10.00
Straw cutters:		
small and medium ... do	1.50	1.50
large ... do	2.50	2.50
Corn shellers:		
small ... do	1.50	1.50
large ... do	2.50	2.50

Ouachita River high-water minimum freight tariff—Continued.

Articles.	Public.	Way and above Ouachita City to Camden.
Agricultural implements—Continued.		
Plows ..... each...	$0.50	$0.50
large ..... do.....	1.00	1.00
Gang plows ..... do.....	2.50	2.50
Sulky plows ..... do.....	5.00	5.00
Threshing machines:		
small ..... do.....	15.00	15.00
endless chain, two horse-power, complete, ...	50.00	50.00
endless chain, four horse-power, complete	100.00	100.00
endless chain, lever and separator	100.00	100.00
Cotton sander and duster	15.00	15.00
Cotton gins:		
40 saws, 15 cents per saw	6.00	6.00
50 saws	7.50	7.50
60 saws	9.00	9.00
70 saws	10.50	10.50
80 saws	12.00	12.00
Cotton-gin condenser, half of freight of the gin.		
Smut mills ..... each...	10.00	10.00
Mowing machines ..... do.....	5.00	5.00
Reapers	8.00	8.00
Cotton planters:		
large ..... each...	2.00	2.50
small ..... do.....	1.50	1.50
Cultivators ..... do.....	1.50	1.50
Spades, shovels, and handle hoes ..... per dozen...	.50	.60
Plows to dealers in lots of 25 or more, 10 per cent. off.		
Stoves, iron, and castings:		
Bars, bundles, and slabs, large lots ..... per 100 pounds...	.25	.35
In small lots ..... per bbl...	.40	.50
Iron slabs and bundles ..... each...	.50	.60
Hollow-ware:		
large lots ..... per 100 pounds...	.50	.50
small lots ..... per piece...	.15	.25
Sheet iron ..... per bundle...	1.00	1.00
Boiler iron ..... per sheet...	1.00	1.00
Iron railings and ornaments ..... per 100 pounds...	1.00	1.00
Cast iron pipes ..... do.....	.50	.50
Railroad iron, large lots per contract.		
Pig and old iron ..... per ton...	5.00	5.00
Stoves, cooking:		
large	3.50	3.50
medium	2.50	2.50
small	2.00	2.00
Cooking ranges ..... each...	5.00	5.00
Heating stoves:		
large ..... do.....	2.50	2.50
medium ..... do.....	1.50	1.50
small ..... do.....	1.00	1.00
Fixtures, boxed ..... per cubic foot...	.10	.10
Stove pipe ..... per bundle...	.50	.50
Iron safes ..... per cubic foot...	1.00	1.00
Stoves at owner's risk		
in lots to dealers, 10 per cent. off		
Large lots iron to dealers must be 500 pounds or more		
Miscellaneous:		
Jugs, jars, and churns ..... per gallon...	.04	.04
Paper:		
Printing, small ..... per bundle...	.50	.50
Printing, large ..... do.....	.75	.75
Wrapping, large ..... do.....	.50	.50
Wrapping, small ..... do.....	.25	.35
Metallic burial cases ..... per cubic foot...	.15	.15
Baskets, champagne ..... each...	.75	.75
Baskets, oil and cordials ..... do.....	.50	.50
Collars, hames, and saddle-trees ..... per dozen...	.50	.60
Kits mackerel and salmon ..... each...	.25	.35
Firkins butter ..... do.....	.50	.50
Trucks for stores, small ..... do.....	.75	.75
Trucks for stores and cotton, large ..... do.....	1.00	1.00
Ice ..... per ton...	10.00	10.00
Church and plantation bells ..... per 100 pounds...	.50	.60
Ice chests ..... per cubic feet...	.10	.10
Farmers' boilers ..... per gallon...	.10	.10
Cotton-scales and frame, complete	2.50	2.50
Paper and other small packages	.25	.35
Tomb-stones, marble, dressed ..... per 100 pounds...	1.00	1.00
Marble or granite ..... do.....	.50	.50

Ouachita River high-water minimum freight tariff—Continued.

Articles.	Public.	Way and above Ouachita City to Camden.
Miscellaneous—Continued.		
Ordinary skiffs ... each..	$4.00	$4.00
Show-cases, fine (owners' risk) ... each...	3.50	3.50
Show-cases, common (owners' risk) ... do...	2.00	2.00
Stock:		
Race and blooded horses ... do...	25.00	25.00
Mules, oxen, and cows ... do...	5.00	5.00
Hogs, sheep, goats, and dogs ... do...	1.50	1.50
Horses ... do...	5.00	5.00
Mules in lot of five or more ... do...	4.00	4.00

FREIGHTS DOWN.

Articles.	Rate.
Cotton:	
Camden, to Alabama Landing, inclusive ... per bale...	$1.50
Ouachita City Landing, Monroe, Trenton, and all points below ... do...	1.25
Horses, single	5.00
Hogs, in lots	$0.75 to 1.50
Sheep, in lots	.75
Cow and calf	5.00
Beef-cattle, in lots	3.00 to 5.00
Cotton-seed, per sack	
Seed-cotton, in sacks ... each...	1.50
Old iron, per ton	5.00
Dry hides:	
Large lots, ten or more ... each...	.10
Small ... do...	.15
Green hides ... per bundle...	.30
Staves, oak ... each...	.02 to .03½
Staves, oak, above Camden ... do...	.04

BAYOUS BARTHOLOMEW AND D'ARBONNE.

[Minimum freight tariff, adopted January, 1885, for all points on Bayou Bartholomew above Lind Grove and for Bayou D'Arbonne.]

Articles.	D'Arbonne.	Bartholomew.
Barrels:		
Porter, beer, and ale, bottled	$1.25	$1.25
Flour, onions, potatoes, nuts, apples, beans, meal, tar, rosin, crackers, sundries, and dry barrels	.75	.75
Pork, beef, mackerel, porter, beer, ale, cider, vinegar, krout, cement, lime, plaster, plaster paris, bacon, hams, rice	1.00	1.00
Whisky, brandy, gin, oil, alcohol	2.00	2.00
Molasses in half-barrels	1.00	1.00
Empty barrels, in lots	.30	.30
Empty half-barrels, in lots	.25	.25
G. O. bitters ... barrels...	2.00	2.00
Porter, beer, and ale, half-barrels	.75	.75
Kerosene and turpentine	2.00	2.00
Molasses	2.00	2.00
Sugar	1.00	1.00
Tierces:		
Hams, lard, tallow, bacon, sundries, coffee	1.50	1.50
Bacon, in rice tierces	2.50	2.50
Hardware ... per cwt...	.50	.50
Casks and hogsheads:		
Hardware and white lead ... per 100 pounds...	.50	.50
Sugar	4.50	4.50
Bacon	3.50	3.50
Ice	3.50	3.50
Crockery, merchandise ... per foot...	.15	.15
Casks, sundries, per foot, consisting of small packages, etc	.20	.20
Rice, in tierces	2.50	2.50
Coal	3.50	3.50
Kegs:		
Soda, in kegs of 100 pounds	.75	.75
Soda	.40	.40
Nails, lard, spice, groceries, white lead (25 pounds), medicines, oils, merchandise, pig's feet	.40	.40
Shot and lead	1.50	1.50
Liquors	.75	.75

Bayous Bartholomew and D'Arbonne—Continued.

Articles.	D'Arbonne.	Bartholomew.
Kegs—Continued.		
Powder	$1.50	$1.50
Powder, half-kegs	1.00	1.00
Powder, quarter-kegs	.50	.50
Containing can	.50	.50
Powder in lots over 10 kegs, 25 per cent. off		
Molasses:		
10 or 8 gallons	.50	.40
5 gallons	.37½	.40
Crates:		
Crockery, merchandise, jugs, jars, etc.....per cubic foot	.15	.15
Hampers:		
Bottles, etc	2.00	2.00
Bales:		
Merchandise, old goods, bedding, etc.....per cubic foot	.15	.15
Moss.....per bale	1.50	1,50
Oakum	.75	.75
Hay	1.50	1.50
Boxes and cases:		
Boxes of sundries, containing small boxes or kegs.....per foot	.15	.15
One-quarter and one-half boxes raisins, strapped or boxed, 5 or less.....per package	.12½	.12½
Herrings, strapped or boxed, 5 or less.....do	.12½	.12½
Powder.....per 25 pounds	2.00	2.00
Powder.....per 50 pounds	4.00	4.00
Wines and bottled liquors	.40	.40
Soap, candles, figs, raisins, vermicelli, macaroni, cheese, pipes, buckwheat, herrings, pickles, preserves, tea, pie fruits, oysters, ink, soda, starch, window-glass, etc.....each	.40	.40
Tobacco-caddies (each box when strapped)	.20	.25
Sardines (quarters and halves)	.40	.50
Breakfast bacon, tin plate	.75	.75
Oranges and lemons	.75	.75
Tobacco:		
Boxes and three-quarter boxes	.75	.75
One-half boxes	.50	.50
Axes:		
Double boxes	.75	.75
Single boxes	.50	.50
Coffee mills, cotton and wool cards.....per box	.50	.50
Coal-oil.....boxes	1.00	1.25
Hats, boots and shoes	.75	.75
Dry goods and merchandise.....per cubic foot	.15	.15
Small boxes.....each	.40	.40
Hardware.....per 100 pounds	.50	.50
Bacon, original package, boxed	*2.00	†2.00
Carboys and doghouses:		
Containing acids, etc	3.00	3.00
Trunks:		
Merchandise / Nests trunks	.75 to 1.50	.75 to 1.50
Empty, large	.75	.75
Empty, medium	.50	.50
Empty, small	.50	.50
Sacks and salt:		
Corn, genuine.....each	.40	.40
Corn, in burlaps or double sack, large	.60	.60
Salt, over 50 sacks	.50	.40
Salt, under 50 sacks	.75	.40
Guano, peas, onions, potatoes, apples, etc.....each	.50	.50
Bacon	.50	.50
Coffee, pepper, spice, salt, almonds, nuts, cotton, seed, rice, wheat, rye.....each	.75	.75
Shot, horse-shoe nails, corks.....do	.40	.40
Feathers, small.....do	.75	.75
Feathers, large.....do	1.00	1.00
Oats and bran	.60	.40
Demijohns:		
5 gallons.....each	1.00	1.00
Small.....do	·75	.75
Empty.....do	.15	.15
Cans:		
10 gallons.....each	1.00	1.00
5 gallons.....do	.75	.75
Small.....do	.40	.40
Empty.....small	.15	.15
Bagging:		
Kentucky or India, per roll.....50 or 60 yards	.75	1 cent per yard.
India or Kentucky, per roll.....100 yards	1.25	
India or Kentucky, per roll.....130 yards	1.50	
India or Kentucky, per roll.....160 yards	2.00	
Bale bagging.....per bale	3.50	

* 15 cents per foot. † Per box.

Bayous Bartholomew and D'Arbonne—Continued.

Articles.	D'Arbonne.	Bartholomew.
Rope:		
Baling and grass ... per coil	$0.75	$0.75
Small cords, plow lines, etc ... do	.40	.40
Heavy cordage ... per 100 pounds	.50	.50
Iron ties:		
For baling cotton	.40	.30
For baling cotton, 50 or more	.37½	.30
For baling cotton, 100 to 500	.25	.30
Wooden and willow ware:		
Tubs, nest (3 or more) ... per nest	.75	.75
Buckets ... per dozen	.75	.75
Covered, nest of 3 ... per nest	.40	.40
Well, bundle of 6 or less ... per bundle	.75	.75
Measures ... per rack	.75	.75
Barrel covers, wash-boards ... per bundle	.50	.50
Churns ... each	.40	.40
Brooms ... per bundle	.50	.50
Scythe snaths ... do		
Rakes ... do	.50	.50
Hay or manure forks ... do		
Clothes baskets, in nests	.75	.75
Market baskets ... per bundle	.50	.50
Willow cabs and cradles ... each	1.25	1.25
Bird cages	.50	.50
Step ladders and clothes horses ... each	.75	.75
Step ladders and clothes horses (small) ... do	.50	.50
Sieves ... per dozen	.75	.75
Spinning-wheels ... each	1.00	1.00
Hubs, spokes, felloes, bows ... per bundle	.75	.75
Carriages:		
Fine ... each	15.00	15.00
Extra large and fine ... do	20.00	20.00
Rockaways, barouches, and ambulances ... do	12.00	12.00
Jersey or spring wagons	8.00	8.00
Omnibuses and stage-coaches ... each	25.00	25.00
Buggies, with tops ... do	7.50	7.50
Buggies, no top ... do	6.00	6.00
Sulkies ... do	5.00	5.00
Sulkies in lots of 10 or over, 15 per cent off.		
Wagons:		
One-horse spring wagons	6.00	6.00
Two-horse, without bodies ... each	6.00	6.00
Four-horse, without bodies ... do	8.00	8.00
Two-horse, with bodies ... do	8.00	8.00
Four-horse, with bodies ... do	10.00	10.00
Drays and carts ... do	6.00	6.00
Timber wheels:		
Large ... do	25.00	25.00
Small ... do	15.00	15.00
Hand carts ... do	3.00	3.00
Wheelbarrows ... do	.75	.75
Dirt-barrows, in lots ... do	.50	.50
Knocked-down wagons, 10 and over, packed beds, 15 per cent. off.		
Wagons, in lots of 10 and over, 15 per cent. off to dealers.		
Furniture:		
Knocked-down, boxed or strapped ... per foot	.20	.20
Armoirs, common and medium	4.00	4.00
Fine ... each	6.00	6.00
Book cases:		
Common	3.00	3.00
Medium	5.00	5.00
Fine	7.00	7.00
Bedsteads:		
Common, low posts	2.00	2.00
Cottage	2.50	2.50
Single and bundle	2.00	2.50
Boxed ... per foot	.15	.15
High posts, no tester	1.50	1.50
High posts, with tester	2.00	2.00
Common, with tester	4.00	4.00
Medium, with tester	6.00	6.00
Fine, with tester	8.00	8.00
Bureaus:		
Common	2.50	2.50
Medium	3.00	3.00
Extra fine	6.00	6.00
Fine	4.00	4.00
Chairs, common wood or split bottom, set up, bundles of 2	.75	.40
Rockers:		
Common	.75	.75
Medium	1.00	1.00
Fine	1.50	1.50
Office and arm chairs, bundles of 2 ... per bundle	.75	.75

Bayous Bartholomew and D'Arbonne—Continued.

Articles.	D'Arbonne.	Bartholamew.
Furniture—Continued:		
Parlor and arm chairs, medium, bundles of 2	$1.00	$1.00
Parlor chairs, per bundle of 2	1.50	1.50
Reclining, barber and dentists' chairs ... each	3.50	3.50
Desks:		
Common	2.50	2.50
Medium	4.00	6.00
Fine	6.00	6.00
Hat-racks, common	2.50	2.50
Medium	3.50	3.50
Fine	5.00	5.00
Lounges	1.00 to 4.00	1.00 to 4.00
Matresses:		
Spring ... each	2.50	2.50
Double ... do	1.50	1.50
Single ... do	.75	.75
Spring bottom:		
Set up	1.50	1.50
K. D	.75	.75
Sofas:		
Small and common ... each	3.00	3.00
Fine ... do	4.00	4.00
Safe and cupboards:		
Large ... do	5.00	5.00
Medium ... do	3.50	3.50
Small ... do	2.50	2.50
Side-boards:		
Common and wood top ... do	2.50	2.50
Common marble top ... do	4.00	4.00
Fine marble top ... do	6.00	6.00
Tables:		
Extension ... do	4.00	4.00
Dining ... do	1.00 to 2.00	1.00 to 2.00
Office ... do	2.50	2.50
Center ... do	4.00	4.00
Center, medium and common	1.50	1.50
Card ... do	1.00 to 2.00	1.00 to 2.00
Kitchen, common ... do	1.50	1.50
Washstands:		
Common ... do	.75	.75
Medium ... do	2.00	2.00
Fine and marble top ... do	3.00	3.00
Whatnots, fine	2.50 to 5.00	2.50 to 5.00
Oil-cloth, rolled ... per running foot	.30	.30
Carpets, rolled ... per foot	.15	.15
Matting, rolled ... do	.15	.15
Sewing-machines	2.50	2.50
Pianos:		
Upright ... each	12.00	12.00
Horizontal ... do	15.00	15.00
Stools	.75	.75
Building materials:		
Lumber:		
Dressed ... per M	12.00	12.00
Rough ... do	10.00	10.00
Laths ... per bundle	.37½	.37½
Bricks ... per M	12.00	12.00
Shingles ... per bundle of 250	.75	.75
Slate ... per square	4.00	4.00
Tiles ... each	.15	.15
Doors:		
Panel ... do	1.25	1.25
Small ... do	.75	.75
Sash:		
In bundles ... per cubic foot	.15	.15
In bundles, glazed ... do	.20	.20
Blinds, door and window frames, in bundles ... per foot	.15	.15
Tin pipes and gutters ... per running foot	.10	.10
Machinery:		
Shingle-machines ... each	10.00	10.00
Circular saws, boxed ... do	3.00	3.00
Straight saws, in bundles of two ... do	1.50	1.50
Cross-cut saws, in bundles of two ... do	1.75	1.75
Garden engines ... do	5.00	5.00
Corn-cob crusher ... do; Bark-mill ... do	10.00	10.00
Chain-pump, boxed	1.50	1.50
Washing-machine:		
Large ... each	2.00	2.00
Medium and small ... do	1.50	1.50
Mill-stones, 36-inch ... per pair	20.00	20.00

Bayous Bartholomew and D'Arbonne—Continued.

Articles.	D'Arbonne.	Bartholomew.
Machinery continued:		
Mill-stones, 30-inch ... per pair...	$15.00	$15.00
Mill-stones, 24-inch ... do...	10.00	10.00
Mill-stones, 11-inch and under, in lots ... do...	2.00	2.00
Flue boilers ... per running foot...	3.00	3.00
Cylinder boilers ... do...	2.00	2.00
Chimneys, small, 10 to 15 inch ... do...	.50	.50
Chimneys, large ... do...	.75	.75
Portable engines, complete ... per horse power...	10.00	10.00
Saw and grist mill engines, heavy machinery and castings, double circular-saw mills, complete, planting, molding, and brick machines, sugar rollers ... per 100 pounds...	1.50	1.50
Mortising machines ... each...	5.00	5.00
Grindstones:		
Large lots ... per 100 pounds...	.75	.75
Small lots ... do...	.75	.75
Anvils ... each...	.75	.75
Vises and bundles of tongs ... do...	.75	.75
Smiths' bellows ... do...	2.50	2.50
Sorghum mills:		
Small ... do...	5.00	5.00
Large ... do...	7.50	7.50
Cotton-press ... per 100 pounds...	.75	.75
Agricultural implements:		
Fanning mills ... each...	5.00	5.00
Corn mills:		
Small ... do...	6.00	6.00
Large ... do...	10.00	10.00
Extra large ... do...	15.00	15.00
Straw-cutters:		
Small and medium ... do...	1.50	1.50
Large ... do...	3.00	3.00
Corn-shellers:		
Small ... do...	1.50	1.50
Large ... do...	2.50	2.50
Plows ... do...	.75	.50
Plows, large ... do...	1.00	1.00
Gang-plows ... do...	2.50	2.50
Sulky-plows ... do...	5.00	5.00
Thrashing-machines:		
Small ... do...	15.00	15.00
Endless chain two-horse power ... do...	50.00	50.00
Endless chain four-horse power ... do...	100.00	100.00
Endless chain lever and separator ... do...	100.00	100.00
Cotton sander and duster ... do...	15.00	15.00
Cotton-gins:		
40 saws, 15 cents per saw ... do...	10.00	10.00
50 saws, 15 cents per saw ... do...	12.50	12.50
60 saws, 15 cents per saw ... do...	15.00	15.00
70 saws, 15 cents per saw ... do...	16.00	16.00
80 saws, 15 cents per saw ... do...	16.00	16.00
Cotton-gin condenser ...	20.00	20.00
Smut-mills ... each...	10.00	10.00
Mowing-machines ... do...	10.00	10.00
Cotton-planters:		
Large ... do...	5.00	5.00
Small ... do...	2.00	2.00
Cultivators ... do...	2.50	2.50
Spades, shovels, and handle-hoes ... per dozen...	.75	.75
Stoves, iron, and castings:		
Bars, bundles, and slabs, large lots ... per 100 pounds...	.50	.50
In small lots ... per bar...	.40	.40
Iron slabs and bundles ... each...	.75	.75
Hollow ware:		
Large lots ... per 100 pounds...	.75	.75
Small lots ... per piece...	.15	.15
Sheet-iron ... per bundle...	1.00	1.00
Boiler-iron ... per sheet...	1.00	1.00
Iron railing and ornaments ... per 100 pounds...	1.00	1.00
Cast-iron pipes ... do...	.50	.50
Pig and old iron ... per ton...	5.00	5.00
Stoves, cooking:		
Large ...	5.00	5.00
Medium ...	4.00	4.00
Small ...	2.50	2.50
Cooking-ranges ... each...	8.00	8.00
Heating-stoves:		
Large ... do...	4.00	4.00
Medium ... do...	2.50	2.50
Small ... do...	2.00	2.00
Fixtures, boxed ... per cubic foot...	.15	.15

Bayous Bartholomew and D'Arbonne—Continued.

Articles.	D'Arbonne.	Bartholomew.
Stoves, iron, and castings—Continued.		
Stove-pipe.....per bundle...	$0.75	$0.75
Iron safes.....per cubic foot...	1.00	1.00
Stoves:		
At owner's risk	.....	.....
In lots to dealers, 15 per cent. off	.....	.....
Large lots iron to dealers, must be 500 pounds or more	.....	.....
Miscellaneous:		
Jugs, jars, and churns.....per gallon...	.06	.06
Paper:		
Printing, small.....per bundle...	.50	.50
Printing, large.....do.....	.75	.75
Wrapping, large.....do.....	.75	.75
Wrapping, small.....do.....	.40	.40
Metallic burial cases.....per cubic foot...	.20	.20
Baskets champagne.....each...	.75	.75
Baskets oil and cordials.....do.....	.50	.50
Collars, hames, and saddle-trees.....per dozen...	.75	.75
Kits, mackerel, and salmon.....each...	.40	.40
Firkins butter.....do.....	.50	.50
Trucks:		
For stores, small.....do.....	.75	75
For stores and cotton, large.....do.....	1.00	1.00
Ice.....per ton...	10.00	10.00
Church and plantation bells.....per 100 pounds...	.60	.60
Ice-chests.....per cubic foot...	.15	.15
Farmers' boilers.....per gallon...	.10	.15
Cotton-scales and frame complete	2.50	2.50
Paper and other small packages	.50	.50
Marble tombstones:		
Dressed, medium	5.00	5.00
Dressed, small	3.00	3.00
Ordinary skiffs.....each...	6.00	6.00
Show-cases:		
Fine, owners' risk	5.00	5.00
Common, owners' risk	3.00	3.00
Stock:		
Race and blooded horses.....each...	25.00	25.00
Mules, oxen, and cows.....do.....	6.00	6.00
Hogs, sheep, goats, and dogs.....do.....	1.50	1.50
Horses	8.00	8.00
Mules in lot of five or more	5.00	5.00

D'Arbonne rates as above, less 10 per cent.
For points above the Louisiana line, 25 per cent. added.

BAYOU BARTHOLOMEW AND BAYOU D'ARBONNE MINIMUM FREIGHT TARIFF.

For all points on Bayou Bartholomew to Point Pleasant.

[Adopted January, 1887.]

Articles.	Bayou d'Arbonne.	Bayou Bartholomew.
Barrels:		
Sugar; porter, beer and ale, bottled	$1.25	$1.25
Flour, onions, potatoes, nuts, apples, beans, meal, tar, rosin, crackers; sundries, and dry barrels	.75	.75
Pork, beef, mackerel, porter, beer, ale, cider, vinegar, krout, cement, lime, plaster, plaster paris, bacon, hams	1.00	1.00
Rice	1.25	1.25
Whisky, brandy, gin, oil, alcohol	2.00	2.00
Molasses, in half barrels	1.00	1.25
Empty barrels, in lots	.25	.25
Empty half-barrels, in lots	.15	.15
Porter, beer, and ale, half-barrels	.75	.75
Kerosene and turpentine	2.00	2.00
Molasses	2.00	2.25
Whisky, half-barrels	1.00	1.00
Tierces:		
Hams, lard, tallow, bacon, sundries, coffee	1.50	1.50

Bayou Bartholomew and Bayou d'Arbonne minimum freight tariff—Continued.

Articles.	Bayou d'Arbonne.	Bayou Bartholomew.
Casks and hogsheads:		
Hardware and white lead ..... per 100 pounds	$0.50	$0.50
Sugar	5.00	5.00
Bacon	4.00	4.00
Ice	2.50	2.50
Crockery, merchandise ..... per foot	.15	.15
Coal	3.00	3.00
Kegs:		
Soda, in kegs	.50	.50
Nails, lard, spice, groceries, medicines, oils, merchandise, pigs' feet	.40	.40
Shot and lead	1.50	1.50
Liquors	.75	.75
Powder	1.50	1.50
Do ..... half kegs	1.00	1.00
Do ..... quarter kegs	.50	.40
Containing can	.50	.75
White lead ..... 25 to 50 pounds	.40	.40
Do ..... 100 pounds	.50	.50
Molasses ..... 10 or 8 gallons	.50	.50
Do ..... 5 gallons	.40	.40
Powder, in lots of 10 kegs, 10 per cent. off		
Molasses, in lots of 20 kegs, 15 per cent. off		
Crates:		
Crockery, merchandise, jugs, jars, etc ..... per cubic foot	.15	.15
Hampers:		
Bottles, etc	1.50	1.50
Bales:		
Merchandise, etc ..... per cubic foot	.15	.15
Moss ..... per bale	1.25	1.25
Oakum	.75	.75
Hay	1.25	1.25
Boxes and cases:		
One-fourth and one-half boxes raisins, strapped or boxed, 5 or less, per package	.30	.50
Herrings, strapped or boxed, 5 or less ..... per package	.50	.50
Powder:		
25 pounds	1.50	1.50
50 pounds	3.00	3.00
Wines and bottled liquors	.50	.50
Soap, candles, figs, raisins, vermicelli, macaroni, cheese, pipes, buckwheat, herrings, pickles, preserves, tea, pie fruits, oysters, ink, soda, starch, window glass, etc ..... each	.40	.40
Tobacco caddies ..... each box when strapped	.25	.35
Sardines ..... quarters and halves	.50	.50
Breakfast bacon, tin plate	.75	.75
Oranges and lemons	.75	.75
Tobacco:		
Boxes and three-quarter boxes	.75	.75
One-half boxes and one-quarter boxes	.50	.50
Axes:		
Double boxes	.75	.75
Single boxes	.50	.50
Coffee mills, cotton and wool cards ..... per box	.40	.40
Coal oil ..... boxes	1.00	1.00
Boots and shoes ..... each	.75	.75
Dry goods, clothing and general merchandise and hats ..... per cubic foot	.15	.15
Small boxes ..... each	.40	.40
Hardware ..... per 100 pounds	.50	.50
Bacon, original package, boxed	2.50	2.50
Carboys and doghouses:		
Containing acids, etc	3.00	3.00
Trunks:		
Merchandise, Nest trunks	.75 to 1.50	75 to 1.50
Empty	50 to 75	50 to 75
Sacks and salt:		
Corn:		
Large ..... per sack	.50	.50
Small ..... do	.40	.40
Oats and bran ..... do	.60	.60
Salt ..... 1 to 10 sacks	.75	.75
Salt ..... 11 to 1,000 sacks, as per contract	.....	.....
Bacon	.75	.75
Coffee, pepper, spice, almonds, nuts ..... each	.75	.75
Shot, horseshoe nails, corks ..... do	.40	.40
Feathers:		
Small ..... do	.50	.50
Large ..... do	.75	.75
Coffee ..... Mexican bales	.75	.75

Bayou Bartholomew and Bayou d'Arbonne minimum freight tariff—Continued.

Articles.	Bayou d'Arbonne.	Bayou Bartholomew.
Demijohns:		
5 gallons.....each...	.75	.75
Small.....do.....	.50	.50
Empty.....do.....	.15	.15
Cans:		
10 gallons.....do.....	.75	.75
5 gallons.....do.....	.50	.50
Small.....do.....	.40	.40
Empty, small.....do.....	.15	.15
Empty cans, large or reservoirs.....do.....	1.00	1.00
Bagging:		
Kentucky, or India.....per yard...	.01	.01
Rope:		
Small cords, plow-lines, etc.....per coil...	.40	.40
Heavy cordage.....per 100 pounds...	.50	.50
Iron ties:		
For baling cotton:		
1 to 20.....per bundle...	.40	.40
21 to 50.....do.....	.35	.35
50 or more.....per contract...	.....	.....
Wooden and willow ware:		
Tubs, 3 or more.....per nest...	.75	.75
Buckets.....per dozen...	.50	.50
Buckets:		
Covered.....nest of three...	.40	.40
Well.....per bundle of 6 or less...	.50	.50
Measures.....per rack..	.50	.50
Barrel covers, wash-boards.....per bundle...	.40	.40
Churns.....each...	.40	.40
Brooms.....per bundle...	50.	.50
Scythe snaths.....do...	.50	.50
Rakes.....do...		
Hay or manure forks.....do...		
Clothes baskets.....in nests...	.50	.50
Market baskets.....per bundle...	.50	.50
Willow cabs and cradles.....each...	1.00	1.00
Bird cages.....	.50	.50
Step-ladders and clothes-horses.....each...	.75	.75
Step-ladders and clothes-horses, small.....do.....	.50	.50
Sieves.....per bundle...	.50	.50
Spinning-wheels.....each...	1.00	1.00
Hubs, spokes, felloes, bows.....per bundle...	.50	.50
Carriages:		
Fine.....each...	15.00	.....
Extra large and fine.....do.....	20.00	20.00
Rockaways, barouches, and ambulances.....do.....	10.00	10.00
Jersey or spring wagons:		
With top.....do.....	6.00	6.00
Without top.....do.....	5.00	5.00
Omnibuses and stage coaches.....do.....	25.00	25.00
Buggies:		
With tops.....do.....	6.00	6.00
No top.....do.....	5.00	5.00
Sulkies.....do.....	3.00	3.00
In lots of 10 or over, 15 per cent off.		
Wagons:		
Two-horse, without bodies.....each...	4.50	4.50
Four-horse, without bodies.....do....	6.00	6.00
Two-horse, with bodies.....do.....	6.00	.....
Four-horse, with bodies.....do.....	7.50	7.50
Drays and carts.....do.....	4.00	4.00
Timber wheels:		
Large.....do.....	25.00	25.00
Small.....do.....	15.00	15.00
Hand carts.....do.....	2.50	2.50
Wheelbarrows.....do.....	.75	.75
Dirt barrows, in lots.....do.....	.50	.50
Knocked down wagons, 10 and over, packed beds, 15 per cent. off.		
Wagons, in lots of 10 and over, 15 per cent. off to dealers.		
Furniture:		
Armoires:		
Common and medium, set up	2.50	2.50
	4.00	4.00
Common and medium, K. D., to dealers per cwt., contract.		
Fine.....each...	5.00	5.00
		6.00
Book-cases:		
Common.....	2.50	2.50
Medium.....	4.00	4.00
Fine.....	6.00	6.00

Bayou Bartholomew and Bayou d'Arbonne minimum freight tariff—Continued.

Articles.	Bayou d'Arbonne.	Bayou Bartholomew.
Furniture—Continued:		
Bedsteads:		
Common, low post, no tester	$1.50	$1.50
Common, low post, no tester, 6 or more	1.00	1.00
Common French, low posts, no tester	1.50	1.50
Common French, low posts, no tester, 6 or more	1.00	1.00
High posts, common, no tester	1.50	1.50
High posts, common, no tester, 6 or more	1.00	1.00
High posts, with tester	2.00	2.00
High posts, with tester, 6 or more	1.25	1.25
Victoria, common, with tester	2.50	2.50
Victoria, medium, with tester	3.00	3.00
Victoria, fine, with tester	6.00	6.00
Bureaus:		
Common	1.50	1.50
Medium	2.25	2.25
Extra fine	5.00	5.00
Fine	3.00	3.00
Wood-top, common	1.00	1.00
Packed to dealer, per cwt., contract.		
Boxed large lot to dealers, per cwt., contract.		
Chairs:		
K. D., boxed to dealears, per cwt., contract.		
K. D., bundles to dealers, per cwt., contract.		
Common wood or split bottom bundles of 2 per bundle	.40	.40
Common wood or split bottom, set up ... per dozen		
Common wood or split bottom, lots 2 dozen or more ... per dozen		
Cane bottom ... bundles of 2 per bundle	.50	.50
Do ... per dozen		
Do ... lots 2 dozen or more, per dozen		
Cane bottom, fine ... bundles of 2, per bundle		
Rockers:		
Common ... 2 or less, each	.50	.50
Do ... 6 or more, each	.50	.50
Fine ... 2 or less, each	1.00	1.00
Office and arm chairs	.75	.75
Parlor and arm chairs, fine ... each	1.00	1.00
Parlor chairs ... per bundle of 2	1.25	1.25
Revolving chairs ... each	.75	.75
Reclining, barber and dentists' chairs ... do	3.00	3.00
Desks:		
Common	2.00	2.00
Fine	5.00	5.00
Hat-racks:		
Common and medium	1.50	1.50
Fine	3.00 5.00	3.00 5.00
Looking-glasses and mirrors, per contract.		
Lounges:		
Common circle ends ... each	1.25	1.25
Common circle ends, 6 or more ... do	1.00	1.00
Upholstered	2.00 5.00	2.00 5.00
Matresses:		
Spring ... each	2.00	2.00
Double ... do	1.00	1.00
Single ... do	.75	.75
Single, 6 or more ... do	.50	.50
Spring bottoms:		
Set up	.40	.60
K. D. to dealers per cwt. contract.		
Sofas:		
Small and common ... each	1.50 2.00	1.50 2.00
Fine	2.50 4.00	2.50 4.00
Safe and cupboards ... each	1.50 3.00	1.50 3.00
Safe and cupboards, lots 6 or more	1.00 1.50	1.00 1.50
Side-boards:		
Common and wood top ... each	2.00	2.00
Common and marble top ... do	3.00	3.00
Fine marble top ... do	4.00 6.00	4.00 6.00
Tables:		
Extension ... each	2.00 3.00	2.00 3.00
Dining, extension ... do	1.00 2.00	1.00 2.00

Bayou Bartholomew and Bayou d'Arbonne minimum freight tariff—Continued.

Articles.	Bayou d'Arbonne.	Bayou Bartholomew.
Furniture—Continued.		
Office. ....each...	$1.00 2.00	$1.00 2.00
Center ....do...	1.00 2.00	1.00 2.00
Center, medium and common	.75 1.00	.75 1.00
Card ....each	1.00 2.00	1.00 2.00
Kitchen, common ....do	1.00	1.00
Washstands:		
Common....do	.50	.50
Medium....do	1.25	1.25
Fine and marble top....do	2.00	2.00
Extra fine....do	3.00	3.00
Packed in lots to dealer per cwt., contract.		
Whatnots, fine	2.00 5.00	2.00 5.00
Oil cloth, rolled....per running foot...	.25	.25
Carpet, in bales ....cubic foot...	.15	.15
Matting, in bales	.15	.15
Pianos:		
Upright....each...	12.00	12.00
Horizontal ....do	15.00	15.00
Sewing machines	2.00	2.00
Sewing machines, K. D. per cwt., contract.		
Sewing machines, 6 or more, contract.		
Building materials—		
Lumber:		
Dressed ....per M...	10.00	10.00
Rough ....do	10.00	10.00
Laths ....per bundle...	.40	.40
Bricks....per M...	10.00	10.00
Shingles....per bundle of 250...	.75	.75
Slate....per square...	3.00	3.00
Tiles....each...	.10	.10
Doors:		
Panel....do	1.00	1.00
Panel, small ....do	.50	.50
Sash:		
In bundles ....per cubic foot...	.15	.15
In bundles, glazed....do	.20	.20
Blinds, door and window frames, in bundles ....per foot...	.15	.15
Tin pipes and gutters....per running foot...	.10	.10
Machinery:		
Shingle machines....each...	7.50	7.50
Circular saws, boxed....do	3.00	3.00
Straight saws, in bundles of 2	1.00	1.00
Cross-cut saws, in bundles of 2	1.00	1.00
Garden engines ....each...	3.00	3.00
Corn-cob crusher....do... Bark mill....do...	5.00	5.00
Chain pump, boxed	1.00	1.00
Washing machine:		
Large....each...	1.50	1.50
Medium and small....do	1.00	1.00
Mill-stones:		
36-inch ....per pair...	12.00	12.00
30-inch ....do	8.00	8.00
24-inch....do	6.00	6.00
11-inch and under, in lots....do	2.00	2.00
Flue boilers....per running foot...	2.00	2.00
Cylinder boilers....do	2.00	2.00
Chimneys:		
Small, 10 to 15 inch....per running foot...	.50	.50
Large....from...	.60	.60
Portable engines, complete ....per horse-power (or by contract)...	5.00	6.00
Saw and grist mill engines, heavy machinery and castings, double circular saw mills, complete, planting, molding and brick machines, sugar rollers....per 100 pounds...	1.00	1.00
Mortising machines, each, per contract.		
Grindstones:		
Large lots....per 100 pounds...	.50	.50
Small lots....do	.75	.75
Anvils....each...	.75	.75
Vises and bundles of tongs....do	.75	.75
Smiths' bellows, ...do	1.50	1.50
Sorghum mills:		
Small ....do	4.50	4.50
Large ....do	6.50	6.50

Bayou Bartholomew and Bayou d'Arbonne minimum freight tariff—Continued.

Articles.	Bayou D'Arbonne.	Bayou Bartholomew.
Machinery—Continued.		
Cotton press.....per 100 pounds...	$0.50	$0.50
Agricultural implements.		
Fanning mills.....each...	5.00	5.00
Corn mills:		
Small.....do.....	5.00	5.00
Large.....do.....	7.50	7.50
Extra large.....do.....	10.00	10.00
Straw-cutters:		
Small and medium.....do.....	1.50	1.50
Large.....do.....	2.50	2.50
Corn-shellers:		
Small.....do.....	1.50	1.50
Large.....do.....	2.50	2.50
Plows.....do.....	.50	.50
Plows, large.....do.....	1.00	1.00
Gang-plows.....do.....	2.50	2.50
Sulky-plows.....do.....	5.00	5.00
Thrashing-machines:		
Small.....do.....	15.00	15.00
Endless chain, two-horse power, complete.....	50.00	50.00
Endless chain, four-horse power, complete.....	100.00	100.00
Endless chain, lever and separator.....	100.00	100.00
Cotton sander and duster.....	15.00	15.00
Cotton gins:		
40 saws, 20 cents per saw.		
50 saws, 20 cents per saw.		
60 saws, 20 cents per saw.		
70 saws, 20 cents per saw.		
80 saws, 20 cents per saw.		
Cotton-gin condenser, half of freight of the gin.		
Smut mills.....each...	10.00	10.00
Mowing-machines.....do.....	7.50	7.50
Reapers.....	8.00	8.00
Cotton-planters:		
Large.....each...	2.50	2.50
Small.....do.....	1.50	1.50
Cultivators.....do.....	2.00	2.00
Spades, shovels, and handle hoes.....per dozen...	.75	.75
Stoves, iron and castings:		
Bars, bundles and slabs:		
Large lots.....per 100 pounds...	.40	.40
Small lots.....per bar...	.40	.50
Iron slabs and bundles.....each...	.75	.75
Hollow ware:		
Large lots.....per 100 pounds...	.50	.50
Small lots.....per piece...	.15	.15
Sheet-iron.....per bundle...	1.00	1.00
Boiler-iron.....per sheet...	1.00	1.00
Iron railing and ornaments.....per 100 pounds...	1.00	1.00
Cast-iron pipes.....do.....	.50	.50
Railroad iron, large lots, per contract.		
Pig and old iron.....per ton...	5.00	5.00
Stoves, cooking:		
Large.....	4.00	4.00
Medium.....	3.00	3.00
Small.....	2.00	2.00
Cooking ranges.....each...	6.00	6.00
Heating stoves:		
Large.....do.....	3.00	3.00
Medium.....	2.00	2.00
Small.....	1.50	1.50
Fixtures, boxed.....per cubic foot...	.15	.15
Stove-pipe.....per bundle...	.50	.50
Iron safes.....per cubic foot...	1.00	1.00
Stoves:		
At owner's risk, in lots to dealers 10 per cent. off.		
Large lots iron to dealers must be 500 pounds or more.		
Miscellaneous:		
Jugs, jars, and churns.....per gallon...	.05	.05
Paper, printing:		
Small.....per bundle...	.50	.50
Large.....do.....	.75	.75
Wrapping, large.....do.....	.75	.75
Wrapping, small.....do.....	.40	.40
Metallic burial cases.....per cubic foot...	.20	.20
Baskets, champagne.....each...	.75	.75
Baskets, oil and cordial.....do.....	.50	.50
Collars, hames, and saddle-trees.....per dozen...	.75	.75
Kits, mackerel and salmon.....each...	.40	.40
Firkins, butter.....do.....	.50	.50

Bayou Bartholomew and Bayou d'Arbonne minimum freight tariff—Continued.

Articles.	Bayou d'Arbonne.	Bayou Bartholomew.
Miscellaneous—Continued.		
Trucks:		
For stores, small ... each	$0.75	$0.75
For stores and cotton, large ... do	1.00	1.00
Ice ... per ton	10.00	10.00
Church and plantation bells ... per 100 pounds	.60	.60
Ice chests ... per cubic foot	.15	.15
Farmers' boilers ... per gallon	.10	.10
Cotton-scales and frame, complete	2.50	2.50
Paper and other small packages	.40	.40
Tombstones:		
Marble, dressed ... per 100 pounds	1.00	1.00
Granite ... do	.50	.50
Ordinary skiffs ... each	6.00	6.00
Show-cases:		
Fine (owners' risk)	5.00	5.00
Common (owners' risk)	3.00	3.00
Stock:		
Race and blooded horses ... each	25.00	25.00
Mules, oxen, and cows ... do	5.00	5.00
Hogs, sheep, goats, and dogs ... do	1.50	1.50
Horses	5.00	5.00
Mules, in lot of five or more	4.00	4.00

Add 10 per cent. above Point Pleasant and 25 per cent. above Louisiana line.

COTTON FROM BAYOU BARTHOLOMEW.

Mrs. Womack's to McComb's	per bale	$2.50
McComb's to Pine Bluff	do	2.25
Pine Bluff to Lind Grove	do	2.00
Lind Grove to Ward's	do	1.75
Ward's down	do	1.50
Staves, 4 to 5 cents.		
Cotton from D'Arbonne	per bale	1.50

BAYOU TECHE.

Tariff for Bayou Teche, Pattersonville, Centerville, Franklin, Baldwin, Jeannette, New Iberia, Loreauville, Saint Martinsville, and other points on Bayou Teche.

Articles.	Tariff.	Articles.	Tariff.
Ale, bottled ... per cask	$0.75	Nails ... per keg	$0.20
Beer ... do	.75	Oats ... per sack	.25
Bran ... per sack	.25	Pork ... per barrel	.55
Corn ... do	.25	Rice ... do	.40
Coffee ... do	.30	Salt ... per sack	.35
Cow-peas ... do	.20	Sand ... per barrel	.40
Cement ... per barrel	.50	Sulphur ... do	.50
Coal-oil ... do	.90	Whisky ... do	.75
Empty molasses barrels ... each	.12½	Wire ... per reel	.25
Empty sugar barrels ... do	.06	Rates to New Orleans:	
Flour ... per barrel	.40	Sugar ... per barrel	.50
Grits ... do	.40	Sugar ... per hogshead	2.00
Hay ... per bale	.75	Molasses ... per barrel	1.00
Lime ... per barrel	.40	Cotton ... per bale	1.00
Meal ... do	.40	Cotton-seed ... per ton	4.00
Meat, in boxes ... per 100 lbs	.15	Rice ... per sack	.25

STEAM-SHIP FREIGHT AND PASSENGER RATES.

BRITISH HONDURAS AND GUATEMALA.

Rates from New Orleans to Balize, British Honduras, and Livingston and Puerto Cortez, Guatemala, by New Orleans and Balize Royal Mail Steamship Line.

Articles.		To Balize.	Livingston, Puerto Cortez.
Ale and beer, bottled, in casks	per cask	$1.00	$1.25
Ale, bottled, in cases	per cubic foot	.20	.25
Agricultural implements	per foot	.20	.25
Acids, released	per carboy	2.00	2.50
Axes	per 100 pounds	.60	.70
Bacon and green meats	do	.60	.70
Beef and pork	per barrel	1.00	1.00
Boots and shoes	per foot	.20	.25
Butter and cheese	per 100 pounds	.60	.70
Bread and crackers:			
Flour barrel	per barrel	1.00	1.00
In cases	per foot	.20	.25
Barrels, dry and light merchandise	per barrel	1.00	1.00
Brooms	per dozen	.50	.60
Buckets and tubs	per cubic foot	.18	.20
Bricks	per 1,000	10.00	12.00
Blinds	per foot	.18	.20
Cement and lime and plaster	per barrel	1.00	1.00
Crockery, in barrels or crates	per foot	.20	.25
Corn	per 100 pounds	.60	.70
Codfish	do	.60	.70
Coal	per ton weight	4.00	5.00
Canned goods, in boxes	per foot	.20	.25
Cordage	per 100 pounds	.60	.70
Cisterns of wood, K. D. and packed	per foot	.18	.20
Demijohns, empty, shipper's risk	per gallon	.05	.05
Flour	per barrel	1.00	1.00
Fish:			
Wet	per kitt	.25	.25
Dry, in boxes	per 100 pounds	.60	.70
Furniture and cabinet ware, packed	per foot	.18	.20
Glassware, not otherwise mentioned	do	.25	.30
Hardware, heavy	per 100 pounds	.70	.80
Horses and mules, boxed, net	each	25.00	25.00
Hay	per 100 pounds	.70	.75
Ice, net	per hogshead	2.25	2.50
Iron, sheet, bar, band, and rod	per 100 pounds	.70	.80
Kerosene, in barrels, cases, and cans, on deck	per gallon	.05	.06
Lumber:			
Rough, less than 2,000 feet, net	per M	10.00	11.00
Rough, 2,000 feet and up, net	do	9.00	10.00
Lard, in barrels, tierces, kegs, and cans	per 100 pounds	.60	.70
Lead, in barrels and pigs	do	.50	.60
Machinery	do	.60	.70
Machinery, boxed, light	per foot	.20	.25
Measurement goods, not specified	do	.20	.25
Mirrors and glass frames, packed	per cubic foot	.35	.40
Oxbows	per dozen	.50	.60
Oats	per 100 pounds	.70	.80
Paper, wrapping	per foot	.20	.25
Pork ribs, in tierces, wet	per tierce	1.50	1.50
Potatoes, apples, and onions	per barrel	1.00	1.00
Pitch	do	1.00	1.00
Rice, beans, and peas	per 100 pounds	.50	.60
Shovels, spades, and hoes, in bundles	per half dozen	.50	.60
Stoves, owner's risk	per 100 pounds	1.25	1.50
Sugar	do	.60	.70
Sash, glazed, packed	per foot	.25	.25
Shingles	per thousand	3.00	3.50
Salt	per sack	.80	.90
Sewing machines:			
K. D. and packed	per foot	.20	.25
Crated	do	.25	.30
Tar, owner's risk	per barrel	1.25	1.25
Tobacco	per 100 pounds	.50	.60
Turpentine	per gallon	.05	.06
Vegetables, packed	per foot	.20	.25
Whisky and wines	per gallon	.05	.06
Wire, in spools	per 100 pounds	.70	.80
Wine, in cases	per foot	.25	.25
Wooden and willow-ware	do	.18	.20
Weight goods, not otherwise specified	per 100 pounds	.60	.70
Wheelbarrows	per foot	15	.20

No goods received on day of sailing. No bill lading signed for less than $1.05, nor on day of sailing.

Boats, open, and pulling machinery, boilers, and bulky goods, wagons and wagon wheels, live-stock taken by special agreement.

Freight must be prepaid at office of the company. A deduction of 25 per cent. will be allowed from these freights from New Orleans.

The lighterage in Livingston and Puerto Cortez at consignee's expense, and all lighterage at risk of consignee.

All freights may be weighed or measured at the option of the company in New Orleans.

Card rates from Balize, Livingston, and Puerto Cortez.

[Freights are invariably on gross weights ascertained by the company in New Orleans, even if net weights are stated on bill lading, and payable in current funds at port of destination.]

From—		To New Orleans.	To New York.
Balize:			
Coffee	per 100 lbs	$0.50	$0.75
Hides	do	.60	1.25
Deer skins, in bales	do	.60	1.25
Rubber	do	.50	1.00
Sarsaparilla in bales, compressed	do	.60	1.00
Sugar	do	.40	.90
Specie, per cent. on value		.00½	.00¾
Insurance on specie, per cent		.00¾	.01
Cedar and mahogany logs, gross	per 1,000 feet	12.00	.....
Measurement goods	per cubic foot	.20	.35
Primage, 5 per cent		.....	.....
Livingston and Puerto Cortez:			
Coffee	per 100 lbs	.50	.75
Hides	do	.60	1.52
Deer skins in bales	do	.60	1.25
Rubber	do	.50	1.00
Sarsaparilla in bales, compressed	do	.60	1.00
Sugar	do	.40	1.00
Specie, per cent		.00¾	.01½
Insurance on specie, per cent		.00¾	.01
Cedar and mahogany logs	per 1,000 feet gross	12.00	.....
Measurement goods	per cubic foot	.25	.35
Primage, 5 per cent		.....	.....

Between Balize, Livingston, and Puerto Cortez, either way.

Coffee	per 100 lbs	$0.35
Hides	do	.50
Deer skins	do	.50
Rubber	do	.50
Sarsaparilla, in bales, compressed	do	.50
Tobacco, in bales	do	.50
Sugar	do	.50
Specie, per cent		.00½
Insurance on specie, per cent		.00½
Measurement goods	per cubic foot	.15
Dry barrels, each	do	.75
Wet barrels	do	1.00

Goods for shipment must be put alongside the vessel at expense of shippers.

Goods on through bills lading are free of all charges in New Orleans when accompanied with proper invoices.

Goods in transit to or from Liverpool or New York, should be consigned to Macheca Bros., New Orleans. "In transit," and invoices and bills lading certified by American consul must accompany each shipment, otherwise if sent to warehouse, will be at expense of consignee.

No goods received on board without an order from the steamer's agents, and no through European bill lading signed for less than $5, nor New York bill lading for less than $3.

No through rates given on small lots of goods in cases to Europe.

Rates of passage.

From—	To Balize.	To Livingston.	To Puerto Cortez.	To New Orleans.
New Orleans:				
Cabin	$30.00	$35.00	$35.00	.....
Steerage	18.00	20.00	20.00	.....
Puerto Cortez:				
Cabin	12.00	6.00	.....	$35.00
Steerage or deck	7.00	4.00	.....	20.00
Livingston:				
Cabin	6.00	.....	6.00	35.00
Steerage or deck	4.00	.....	4.00	20.00

Children, over 13 years of age, full fare; children, 3 to 13 years of age, half fare; servants accompanying children steerage rates; dogs will be charged $4; not allowed in cabin, must be given in charge of the steward.

Round excursion tickets, $50; unlimited excursion tickets, $60.

Passengers from Puerto Cortez for Balize and New Orleans will take the steamer on her return from Puerto Cortez. They must procure tickets before going on board, and furnish their own conveyance to and from the vessel. Each full passenger allowed 150 pounds baggage free when packed in trunks. In consideration of which it is agreed that the line is not to be held liable or responsible for any loss or damage thereto, in any sum except when the same shall have been proven to have occurred from gross negligence of the line, or their servants, nor in any event shall the passengers demand beyond the sum of $100 at which said baggage is hereby valued, unless a bill of lading is signed therefor specifying the articles and their respective values. Passengers remaining on board after their arrival in port will be charged $1 a meal.

All passages must be paid in United States currency or its equivalent under all circumstances.

SPANISH HONDURAS.

Rates from New Orleans to Truxillo, Ceiba, Belfate, Bonita, Steven River, Utilla, Bonacca, and Ruatan, Spanish Honduras, by Central American Steamship Company.

[Rates subject at present to a discount of 50 per cent. for cash.]

Articles.	Tariff.
To Spanish Honduras:	
Ale, bottled in casks.....per cask...	$1.25
Ale, bottled in cases...per cubic foot...	.25
Apples.....per barrel...	1.00
Apples, in boxes.....per foot...	.20
Agricultural implements.....do.....	.20
Acids, released.....per carboy...	2.50
Axes.....per 100 pounds...	.60
Beer, in casks.....per cask...	1.25
Boats, open (keel).....per foot...	1.25
Boats, decked, per agreement.	
Bacon.....per 100 pounds...	.50
Beef and pork.....per barrel...	1.25
Do... .....per half-barrel...	.70
Boots and shoes.....per foot...	.20
Butter and cheese.....per 100 pounds...	.60
Bread and crackers.....per barrel...	1.00
Bread and crackers, in cases..per foot...	.20
Barrels, dry and light merchandise, ...per barrel...	1.00
Brooms.....per dozen...	.50
Buckets and tubs.....per cubic foot...	.20
Bricks, special arrangements, per 1,000.	
Blinds.....per foot...	.20
Cabbages, in cases, and garden truck, at owner's risk.....per foot...	.20
Cement.....per barrel...	1.00
Cider and vinegar.....do.....	1.25
Crockery, in barrels and boxes, per foot.....	.25
Crockery, in casks and crates, per foot.....	.25
To Spanish Honduras—Continued:	
Corn meal.....per barrel...	$1.00
Corn.....per 100 pounds...	.60
Codfish .....do.....	.60
Coal.....per hogshead...	3.50
Canned goods, in boxes.....per foot...	.20
Cordage.....per 100 pounds...	.60
Cisterns of wood, K. D. and packed, ...per foot...	.20
Demijohns, empty, shipper's risk, ...per gallon...	.05
Dried apples and peaches, per 100 pounds.....	.60
Flour.....per barrel...	1.00
Do.....per half-barrel or sack...	.50
Fish:	
Wet.....per barrel...	1.00
Do.....per half-barrel...	.60
Do.....per kitt...	.25
Dry, in boxes or barrels, per 100 pounds....	.60
Furniture and cabinet ware, packed, ...per foot...	.20
Furnace mouths.....per 100 pounds...	.60
Grits..... .....per barrel...	1.00
Glassware, not otherwise mentioned, ...per foot....	.25
Groceries, not otherwise specified, ...per foot...	.20
Hams.....per 100 pounds...	.60
Harness.....per foot...	.20
Hardware.....do.....	.20
Hardware, heavy.....per 100 pounds...	.70

Rates from New Orleans to Truxillo, Ceiba, Belfate, Bonita, Steven River, Utilla, Bonacca, and Ruatan, Spanish Honduras, by Central American Steamship Company—Continued.

Articles.	Tariff.
To Spanish Honduras—Continued:	
Household goods, released..per foot...	$0.20
Horses and mules, special agreement.	
Hay, special agreement.	
To Spanish Honduras:	
Ice .....per hogshead...	3.00
Iron, sheet, bar, band, and rod, per 100 pounds.....	.80
Iron grate bars .....per 100 pounds...	.50
Iron boilers, tanks, and smoke stacks, per agreement.	
Kerosene, in barrels, cases, and cans.. .....per gallon...	.05
Lumber, rough, less than 2,000 feet, ...per 1,000...	11.00
Lime.....per barrel...	1.00
Lard, in barrels, tierces, kegs, and cans.....per 100 pounds...	.60
Lead, in barrels and pigs.....do.....	.60
Live-stock, when released, by written agreement.	
Machinery.....per 100 pounds...	.60
Machinery, boxed light.. .....per foot...	.20
Measurement goods, not specified, ...per foot....	.20
Meal.....per barrel...	1.00
Marble dust.....do.....	1.00
Mirrors, packed.....per cubic foot...	.35
Nails and rivets.....per 100 pounds...	.50
Onions.....per barrel...	1.00
Oxbows.....per dozen...	.60
Oats .....per 100 pounds...	.50
Paper, wrapping.....per foot...	.20
Pork ribs, in tierces, wet...per tierce...	1.25
Potatoes.....per barrel...	1.00
Paints and putty .....per 100 pounds...	.60
To Spanish Honduras—Continued:	
Plaster .....per barrel...	$1.00
Pitch.....do.....	1.00
Rope.....per 100 pounds...	.60
Rice, beans, and peas.....do.....	.50
Shovels, spades, and hoes, in bundles, ...per half dozen.....	.50
Stoves, owner's risk...per 100 pounds...	1.25
Sugar.....do.....	.50
Sash, glazed, packed.....per foot...	.25
Sheep, in boxes, owner's risk, per agreement.	
Shingles. .....per thousand...	3.00
Salt.. .....per sack...	.80
Do.....per half sack...	.40
Sewing-machines, K. D. and packed, ...per foot....	.20
Sewing-machines, crated, shipper's risk.....each...	3.50
Tar, owner's risk.....per barrel...	1.25
Do.....per half barrel...	.70
Tobacco.....per 100 pounds...	.50
Trunks.....per foot...	.20
Turpentine.....per gallon...	.05
Vegetables.....per barrel...	1.00
Whiskey.....per gallon...	.05
Wire, in spools.....per 100 pounds...	.70
Wine, in kegs and casks..per gallon...	.05
Wine, in cases.....per foot...	.20
Wooden and willow ware.....do.....	.20
Weight goods, not otherwise specified.....per 100 pounds...	.50
Wagons, per agreement.	
Wheelbarrows.....per foot...	.15
Wines, whiskies, etc., in demijohns, ...per gallon...	.10

No bill lading signed for less than $1.05.

Card rates from Spanish Honduras.

[Freights are invariably on gross weights, and payable in United States currency or its equivalent.]

Articles.	To New Orleans.
From Spanish Honduras:	
Coffee.....per 100 pounds...	$0.50
Dry hides.....each...	.20
Deer skins, in bales..per 100 pounds...	.60
Rubber .....do.....	.50
Sarsaparilla, in bales, compressed, ...per 100 pounds....	.75
Sugar.....per 100 pounds...	.40
Specie.....per cent...	.00¾
From Spanish Honduras:	
Insurance on specie.....per cent...	.....
Cedar and mahogany logs, per agreement.....per 1,000 feet...	.....
Measurement goods..pr. cubic foot...	$0.20
Monkeys, parrots, macaws, or guanas (secured).....each...	5.00
Primage, 5 per cent.....	.....

Rates of passage from New Orleans to Spanish Honduras.

[Payable in United States currency or its equivalent.]

Cabin	$30.00
Steerage	20.00

Children, over thirteen years of age, full fare; children, three to thirteen years of age, half fare; servants accompanying children, steerage rates.

Goods for shipment must be put alongside the vessel at expense of shipper.

UNITED STATES OF COLOMBIA AND NICARAGUA.

Freight tariff from New Orleans to Boca del Toro and Colon, United States of Colombia, by Harrison Line.

[All rates of freight are with 5 per cent. primage additional. No bill of lading signed for less than $5. All freight rates and passage payable in United States currency or its equivalent.]

Articles.	Rate.
Ale in casks ....each...	$1.25
Axes in boxes ....do.....	.30
Apples in barrels....do.....	1.00
Alcohol in cases ....do.....	.30
Ale, ginger, in barrels....do.....	1.25
Beans:	
In barrels....do.....	1.00
In sacks....per 100 pounds..	.50
In half-barrels....each...	.55
Bacon in boxes or casks..per 100 pounds...	.50
Butter:	
In tubs....each.....	.50
In firkins.. ....per 100 pounds...	.50
In cases....do.....	.50
Beer:	
In casks....each...	1.50
In barrels....do.....	1.25
In half-barrels....do.....	.75
Brooms in bundles....per dozen...	.75
Beds ....per cubic foot...	.20
Bags in bundles....per bundle...	.25
Bricks, loose....per M...	15.00
Beef:	
In barrels....each...	1.50
In half-barrels....do.....	.75
Bran in sacks....do.....	.75
Bread:	
In barrels....do.....	1.00
In half-barrels....do.....	.55
Beets in crates....do.....	.55
Boots and shoes in cases...per cubic foot...	.20
Cheese in boxes....each...	.50
Codfish:	
In quarter-drums.....per 100 pounds...	.50
In half-drums....do.....	.50
In boxes ....do.....	.50
Crackers:	
In barrels....each...	1.00
In half-barrels....do.....	.55
In boxes and crates.....per cubic foot...	.20
Candy in boxes....each...	.30
Canned goods in boxes....do.....	.30
Coffee in sacks....per 100 pounds...	.50
Crockery in barrels.... each...	1.25
Candles in boxes....do.....	.30
Cabbages:	
In crates....do.....	1.50
In barrels....do.....	1.00
Corn:	
In boxes....do.....	.30
In sacks....do.....	.75
Claret in boxes....do.....	.30
Cider in casks....do.....	1.50
Chickens in coops....do.....	2.00
Cows....do.....	25.00
Charcoal in casks....do.....	1.00
Chains....per 100 pounds...	.50
Cement ....per barrel...	2.00
Drugs in boxes ....each...	.30
Dry goods in cases and bales, per cubic foot....	.20
Eggs in cases.... .each...	.30
Flour:	
In barrels....do.....	1.00
In half-barrels....do.....	.55
In quarter-barrels....do.....	.30
In sacks....per 100 pounds...	.50
Fish:	
In quarter-barrels....each...	.25
In half-barrels....do.....	.55
In quarter-drums.....per 100 pounds...	.50
Groceries in boxes....each...	.30
Grapes in kegs....do.....	.30
Garlic in barrels....do.....	1.00
Glass in boxes ....per cubic foot...	.20

Articles.	Rate.
Guns, shot....each...	.25
Hams:	
In tierces....per 100 pounds...	.50
In barrels....do.....	.50
In boxes....each...	.30
Hardware:	
In boxes....per foot...	.20
In casks....each...	1.25
In packages....do.....	.25
Hats in cases and crates...per cubic foot...	.20
Handles:	
In bundles....each...	.50
In boxes ....do.....	.30
Horses ....do.....	25.00
Hay in quarter-bales....do.....	.50
Herring in kits....do.....	.30
Iron....per 100 pounds...	.50
Ice in hogsheads ....each...	3.00
Kerosene:	
In barrels....do.....	2.00
In cases....do.....	.30
Kettles in bundles....per 100 pounds...	.50
Lumber ....per M...	10.00
Lard:	
In cases....per cubic foot...	.20
In tierces....per 100 pounds...	.50
In kegs....each...	.30
In half-barrels....do.....	.75
In barrels....do.....	2.00
Lime in barrels....do.....	1.25
Lead:	
In barrels....do.....	2.00
Loose in bundle....per 100 pounds...	.50
Meal in barrels....each...	1.00
Mackerel:	
In kits....do.....	.25
In barrels....do.....	1.25
In half-barrels....do.....	.75
In quarter-barrels....do.....	.50
Matches in cases....do.....	.30
Milk in cases ....do.....	.30
Merchandise in cases and bales, per cubic foot....	.20
Mattresses ....each..	1.50
Matting in bundles ....per cubic foot...	.20
Molasses in kegs....each...	.50
Molasses in barrels ....do.....	1.00
Molasses in half-barrels....do.....	.75
Machetas in boxes.....per 100 pounds...	.50
Mules....each...	25.00
Nails in kegs and boxes....do.....	.50
Oakum in bales....do.....	2.00
Oysters in cases....do.....	.30
Organs boxed....per cubic foot...	.20
Oats in sacks....each...	.75
Oil in cans ....do.....	.25
Oil in barrels....do.....	2.00
Oil in cases....do.....	.30
Onions in crates....do.....	.50
Onions in boxes....do.....	.20
Onions in sacks....do.....	.50
Potatoes in barrels....do.....	1.00
Potatoes in crates....do.....	.50
Potatoes in sacks ....do.....	.75
Pork in barrels ....do.....	1.50
Pork in half-barrels....do.....	.75
Powders in boxes....do.....	.25
Powders in cases ....do.....	.25
Paper in bundles ....do.....	.25
Pitch in barrels....do.....	2.00
Paste in boxes ....do.....	.25
Pots, iron ....do.....	.25
Pipes in boxes ....do.....	.30
Powder in kegs....do.....	.50
Pigs' feet in kits ....do.....	.25

Freight tariff from New Orleans to Boco del Toro and Colin, United States of Columbia by Harrison line—Continued.

Articles.	Rate.	Articles.	Rate.
Pears in boxes.....each...	.30	Salt in barrels .....each...	1.25
Pearline in cases.....do.....	.30	Salt in half-barrels.....do.....	.55
Pipe, stove .....per foot...	.20	Salt in sacks .....do.....	.50
Peaches in boxes.....each...	.30	Sapolio in cases.....do.....	.30
Prunes in boxes .....do.....	.30	Shot in boxes.....per 100 pounds...	.50
Paints in cases.....do.....	.30	Starch in boxes.....each...	.30
Peanuts in sacks.....do.....	.75	Soda-water in casks .....do.....	1.25
Rice in sacks (234 pounds).....do.....	.50	Soda-water fountains.....do.....	1.00
Rope in coils.....do.....	.75	Sewing machines.....per cubic foot...	.20
Do. .....per 100 pounds...	.50	Sirup in barrels. .....each...	2.00
Raisins in boxes.....each...	.25	Sirup in cans.....do	.25
Rifles.....do.....	.25	Safes iron.....per 100 pounds...	.50
Roofing in bundles .....do.....	.75	Trunks in nests .....per foot...	.20
Sugar in barrels.....per 100 pounds...	.50	Tea in caddies.....each...	.25
Sugar in half-barrels.....do.....	.50	Tobacco in bales .....per foot...	.20
Sugar in casks.....each...	1.25	Tinware in bundles .....each...	2.00
Sugar in hogsheads.....per 100 pounds...	.50	Tomatoes in cases .....do	.30
Salmon in cases.....each...	.30	Tobacco in quarter-boxes.....do.....	.25
Salmon in barrels.....do.....	1.25	Testers, beds, boxed .....per foot...	.20
Salmon in half-barrels.....do.....	.75	Tables.....do.....	.20
Salmon in kits.....do.....	.30	Turnips in barrels.....each...	1.00
Sardines in cases.....do.....	.30	Tar in barrels.....do.....	2.00
Spades in bundles .....do.....	.50	Turpentine in cans .....do.....	.25
Stoves.....per cubic foot...	.20	Turpentine in barrels.....do.....	2.00
Shoulders in boxes } ..... per 100 pounds...	.50	Tar in half-barrels.....do.....	1.00
Shoulders in tierces }		Tar in barrels.....do.....	2.00
Shoes, boxed.....per cubic foot...	.20	Vinegar in barrels.....do.....	2.00
Shot in bags .....each...	.30	Vinegar in half-barrels.....do.....	.75
Shot in boxes .....per 100 pounds...	.50	Whisky in barrels .....do.....	2.00
Split peas in barrels.....each...	1.00	Whisky in half-barrels.....do.....	.75
Split peas in half-barrels.....do.....	.65	Whisky in demijohns, 6 gallons.....do.....	.25
Shingles.....per M...	3.00	Wire rope in packages ...per 100 pounds...	.50
Soap in boxes.....each...	.30	Wine in half-barrels.....each...	.75
Stones, grind .....per 100 pounds...	.50		

Freight rates from Boca del Toro and Colon to New Orleans.

Articles.	Amount.	Articles.	Amount.
Coffee.....per 100 pounds...	$0.30	Mahogany and cedar.....per M...	15.00
Cocoa .....do.....	.40	Cocoanuts, in bags.....do.....	5.00
Hides, loose .....each....	.15	Ivory nuts.....per ton...	5.00
Deer skins, hides in bales .....per pound	.01	Logwood.....do.....	5.00
Rubber, in bales.....do	.0¾	Sarsaparilla.....per pound...	.01
Sugar.....per 100 pounds...	.30	Specie.....per cent...	.0½

The same rates are adopted by steamers to Bluefield. Greytown, and other ports in Nicaragua.

RATES FROM NEW ORLEANS TO AMERICAN AND EUROPEAN PORTS.

Freight rates from New Orleans during commercial year from September 1, 1884, *to August* 31, 1885.

Destination.	Cotton.			Oil cake.	
	Steam.	Sail.	Steamer via New York.	Steam.	Sail.
Liverpool	$\frac{13}{64}$ to $\frac{7}{16}$*d*	$\frac{9}{32}$ to $\frac{3}{8}$*d*	*$\frac{5}{32}$ to $\frac{3}{8}$*d*	14 to 25*s*	18*s*.
London				25 to 27*s*. 6*d*	None.
Havre	$\frac{7}{16}$ to $\frac{27}{32}$*c*	$\frac{9}{16}$ to $\frac{3}{4}$*d*	*$\frac{1}{2}$ to $\frac{13}{16}$*c*		
Marseilles					
Bremen	$\frac{5}{16}$ to $\frac{7}{16}$*d*	$\frac{11}{16}$ to $\frac{3}{4}$*c*	*$\frac{21}{32}$ to $\frac{7}{8}$*c*	22*s*. 6*d*. to 30*s*	Do.
Hamburg	$\frac{5}{16}$ to $\frac{7}{16}$*d*	None	*$\frac{1}{2}$ to $\frac{13}{16}$*c*	20 to 30*s*	Do.
Antwerp	$\frac{3}{4}$ to $\frac{7}{8}$*c*	do	*$\frac{1}{2}$ to $\frac{13}{16}$*c*	25 to 27*s*. 6*d*	Do.
Rotterdam	$\frac{13}{32}$*d*	do	*$\frac{5}{8}$*c*	26 to 27*s*. 6*d*	Do.
Amsterdam	$\frac{13}{32}$ to $\frac{7}{16}$*d*	do	*$\frac{5}{8}$*c*	26 to 27*s*. 6*d*	Do.
Baltic direct	$\frac{9}{32}$ to $\frac{7}{16}$*d*	$\frac{9}{32}$ to $\frac{3}{8}$*d*	*$\frac{17}{64}$ to $\frac{3}{8}$*d*	32 to 35*s*	Do.
Baltic via Hamburg	$\frac{1}{2}$ to $\frac{9}{16}$*d*	$\frac{13}{16}$*c*	None		
Genoa	$\frac{7}{8}$ to $\frac{13}{16}$*d*	$\frac{11}{16}$ to $\frac{3}{4}$*c*	*$\frac{3}{8}$*d*		
Malaga		$\frac{11}{16}$*c*	None		
Trieste	$\frac{7}{16}$ to $\frac{15}{32}$*d*	None	do		
Glasgow				26 to 27*s*. 6*d*	Do.
Cork for orders				20*s*	Do.
Barcelona	$\frac{7}{8}$*c*	$\frac{13}{16}$*c*	*$\frac{13}{32}$*d*	None	Do.
New York, 100 pounds	25 to 40*c*			$3 to $4 per ton	
Boston, 100 pounds	40 to 55*c*			$5 to $6 per ton	
Philadelphia	40 to 55*c*			$5 to $6 per ton	
Providence	40 to 55*c*			$6 per ton	
Fall River	38 to 53*c*			$6 per ton	
Baltimore	45 to 55*c*			$6 per ton	

Destination.	Oil.		Grain.	Tobacco.		Staves.
	Steam.	Sail.	Steam.	Steam.	Sail.	Steam.
Liverpool	6*s*	None	2 to 6*d*			£10
London	6 to 6*s*. 6*d*	do		40*s*		
Havre	7*s*	5*s*. 6*d*	4*s*. 6*d*. to 4*s*. 9*d*			$30 to 45
Marseilles	6*s*. 6*d*. to 7*s*. 6*d*.	None				
Bremen	6*s*. 6*d*	do	4*s*. 9*d*. to 5*s*	37*s*. 6*d*. to 40*s*.	37*s*. 6*d*.	35
Hamburg	6*s*. 6*d*. to 7*s*. 6*d*,	do	4*s*. 6*d*. to 5*s*			35
Antwerp	6*s*. 6*d*	do	4*s*. 6*d*. to 5*s*			
Rotterdam	6*s*. 6*d*	do				
Amsterdam	6*s*. 6*d*	do				
Baltic direct	None	do				
Baltic via Hamburg						
Genoa	7*s*. to 7*s*. 6*d*	5*s*. 3*d*. to 6*s*. 6*d*		50*c*. and 5 *pe*.		55
Malaga	7*s*	None				
Trieste	8*s*	5*s*. 6*d*. to 7*s*				
Glasgow	6*s*. 6*d*	None		40*s*		
Cork for orders	None					
Barcelona						
New York, 100 pounds	$1 to $1.50 bbl.				†$5 to $7	‡30
Boston, 100 pounds	$1.50 to $2 bbl.					
Philadelphia	$1.50 to $2 bbl.					
Providence	$1.50 to $2 bbl.					
Fall River	$1.50 to $2 bbl.					
Baltimore	$1.50 to $2 bbl.					

*Compressed cotton.
†Steam, per hogshead.
‡Ex. pipe.

Rates on sugar, molasses, and rice by steam.

Destination.	Sugar.	Molasses.	Rice.
	Hogshead.	*Barrel.*	*Barrel.*
New York	$3.00 to $5.00	$1.00 to $2.00	$0.50 to $0.75
Boston	4.50 to 6.50	1.50 to 2.50	.75 to 1.00
Philadelphia	4.50 to 6.50	1.50 to 2.50	.75 to 1.00
Providence	4.50 to 6.50	1.50 to 2.50	.75 to 1.00
Fall River	4.50 to 6.50	1.50 to 2.50	.75 to 1.00
Baltimore	4.50 to 6.50	1.50 to 2.50	.75 to 1.00

Freight rates from New Orleans during commercial year, September 1, 1885, *to August* 31, 1886.

Destination.	Cotton.			Oil cake and meal.	
	Steam.	Sail.	Steam via New York.	Steam.	Sail.
Liverpool	$\frac{3}{16}$ to $\frac{3}{8}d$	$\frac{1}{4}$ to $\frac{19}{32}d$	*$\frac{3}{16}$ to $\frac{11}{32}d$	14 to 25*s*	17 to 18*s*.
London				21 to 22*s*	
Havre	$\frac{9}{16}$ to $\frac{3}{4}c$	$\frac{9}{16}$ to $\frac{11}{16}c$	*$\frac{9}{16}$ to $\frac{3}{4}c$	25*s*	
Marseilles					
Bremen	$\frac{17}{64}$ to $\frac{3}{8}d$	$\frac{9}{32}$ to $\frac{21}{64}c$	*$\frac{1}{2}$ to $\frac{3}{4}c$	18 to 25*s*	19 to 20*s*.
Antwerp	$\frac{9}{32}$ to $\frac{25}{64}d$		*$\frac{1}{4}$ to $\frac{11}{32}d$	†21 to 30*s*	
Rotterdam			*$\frac{9}{16}$ to $\frac{7}{8}c$		
Amsterdam			*$\frac{9}{16}$ to $\frac{7}{8}c$		
Hamburg	$\frac{5}{16}$ to $\frac{3}{8}d$		*$\frac{15}{64}$ to $\frac{11}{16}d$	20 to 26*s*	
Baltic	$\frac{3}{8}$ to $\frac{13}{32}d$	$\frac{5}{16}$ to $\frac{11}{32}d$	*$\frac{9}{32}$ to $\frac{7}{16}d$		
Barcelona	$\frac{3}{4}$ to $\frac{7}{8}c$	$\frac{5}{8}$ to $\frac{3}{4}c$	*$\frac{3}{8}$ to $\frac{13}{32}d$		
Genoa	$\frac{13}{16}$ to $\frac{7}{8}c$	$\frac{5}{8}$ to $\frac{23}{32}c$	*$\frac{5}{16}$ to $\frac{3}{8}d$		
United Kingdom					
Continent					
Cork, orders					
New York, 100 pounds	25 to 35*c*			$3 to 4	
Boston		$\frac{15}{32}$ to $\frac{1}{2}c$	38 to 50*c*	*5 to 6	
Philadelphia			36 to 58*c*	*5 to 6	
Providence		$\frac{7}{16}$ to $\frac{1}{2}c$	38 to 50*c*	*5 to 6	
Fall River		$\frac{7}{16}$ to $\frac{1}{2}c$	38 to 48*c*	*5 to 6	
Baltimore			40 to 50*c*	*5 to 6	

Destination.	Oil.		Grain.	Tobacco.		Staves.
	Steam.	Sail.	Steam.	Steam.	Sail.	Steam.
Liverpool	4*s*. 6*d*. to 6*s*	3*s*. 9*d*. to 4*s*. 6d.	3 to 6*d*			£10 to £12
London			$5\frac{1}{2}d$			£10
Havre	7*s*		4 to $6\frac{3}{4}d$			$40 to $65
Marseilles		4*s*. 6*d*. to 5*s*. 6*d*.				
Bremen	6 to 7*s*		4 to $6\frac{3}{4}d$	37*s*. 6*d*.	32*s*. 6*d*. to 37*s*. 6*d*	$25 to $35
Antwerp	6*s*. 6*d*. to 7*s*†		†6 to $10\frac{1}{2}d$			$20 to $25
Rotterdam						
Amsterdam						
Hamburg	6 to 7*s*		4 to $6\frac{3}{4}d$			$25 to $30
Baltic						
Barcelona						
Genoa	6 to 7*s*					$50 to $67.50
United Kingdom			$3\frac{1}{2}$ to $4\frac{3}{4}d$			
Continent			$3\frac{3}{4}$ to 5*d*			
Cork, orders			$3\frac{3}{4}$ to 5*d*			
New York, 100 pounds	$1.00 to $1.50					
Boston	*1.50 to 2.00					
Philadelphia	*1.50 to 2.00					
Providence	*1.50 to 2.00					
Fall River	*1.50 to 5.00					
Baltimore	*1.50 to 2.00					

* Steam via New York.
† Steam via Havre.

Rates on sugar, molasses, and rice by steamer.

Destination.	Sugar.	Molasses.	Rice.
	Hogshead.	*Barrel.*	*Barrel.*
New York	$3.50 to $5.00	$1.25 to $2.00	$0.50 to $0.75
Boston	*5.00 to 6.00	*1.75 to 2.50	*.75 to 1.00
Philadelphia	*5.00 to 6.00	*1.75 to 2.50	*.75 to 1.00
Providence	*5.00 to 6.00	*1.75 to 2.50	*.75 to 1.00
Fall River	*5.00 to 6.00	*1.75 to 2.50	*.75 to 1.00
Baltimore	*5.00 to 6.00	*1.75 to 2.50	*.75 to 1.00

* Steam via New York.

Freight rates from New Orleans during commercial year, September 1, 1886, *to August* 31, 1887.

Destination.	Steam.		Sail.	
	Low.	High.	Low.	High.
Cotton:				
Liverpool	$\frac{5}{32}d$	$\frac{7}{16}d$	$\frac{1}{4}d$	$\frac{23}{64}d$
Havre	$\frac{9}{16}c$	$\frac{7}{8}c$	$\frac{19}{32}c$	$\frac{23}{32}c$
Bremen	$\frac{9}{32}d$	$\frac{7}{16}d$	$\frac{19}{64}d$	$\frac{11}{32}d$
Continent	$\frac{5}{16}d$	$\frac{5}{16}d$		
New York	25c	35c		
Boston, Providence	38c	48c	$\frac{17}{32}c$	$\frac{17}{32}c$
Fall River, Philadelphia	36c	46c		
Grain:				
Liverpool	3d	$7\frac{1}{2}d$		
Oil cake and meal:				
Liverpool	10s	30s	18s	20s
Oil:				
Continent	5s	7s. 6d	5s	6s
Tobacco:				
Bremen	37s. 6d	37s. 6d	35s	37s. 6d
Sugar:				
New York	$3.00	$4.00		
Molasses:				
New York	$1.00	$1.50		
Rice:				
New York	50c	50c		

RAILROAD FREIGHT TARIFF.

LOUISVILLE, NEW ORLEANS AND TEXAS RAILROAD.

Rates on cotton (uncompressed) per bale of 500 *pounds.*

[Went into effect April 1, 1887.]

From—	To—				
	Memphis.	Greenville.	Vicksburg.	Baton Rouge.	New Orleans.
New River Road*	$2.25			$0.50	$0.50
Southwood	2.25			.50	.50
St. Gabriel*	2.25			.50	.50
Bayou Paul	2.25			.45	.50
Walker*	2.25			.45	.50
Gardere*	2.25			.35	.50
Arlington	2.25			.35	.50
Gourrier	2.25			.35	.50
Williams	2.25			.35	.50
Baton Rouge*	2.25				.50
Bayou Sara*	2.25			.25	.60
Baker	2.25			.30	.75
Zachrie	2.25			.35	.80
Slaughter	2.25			.50	1.00
Ethel	2.25			.75	1.25
C. and P. H. Branch:					
Port Hickey*	2.25			.50	.60
Port Hudson*	2.25			.50	.60
McVae	2.25			.50	.60
Lindsay	2.25			.60	.75
Bells	2.25			.75	1.00
Browns	2.25			1.15	1.50
Clinton	2.25			1.50	1.65
Gayden	2.25			1.25	1.50
Wilson	2.25			1.25	1.50
Norwood	2.25			1.50	1.65
Whittaker	2.25				1.70
Centreville	2.25				1.70
Tatums	2.25				1.75
Gloster	2.25				1.75
Coles	2.25				1.75
Days	2.25				1.75
Ryans	2.25				1.75

* River competition.

Louisville, New Orleans and Texas Railroad—Continued.

From—	To—				
	Memphis.	Greenville.	Vicksville.	Baton Rouge.	New Orleans.
Kells	$2.25				$1.75
Knoxville	2.25		$1.50		1.75
White Apple	2.25		1.50		1.75
Roxie	2.25		1.50		1.75
Orange	2.25		1.50		1.75
Hamburgh	2.25		1.50		1.75
McNair	2.25		1.50		1.75
Harriston	2.25		1.40		1.75
Melton	2.25		1.30		1.75
Hays	2.25		1.20		1.75
Russums	2.25		1.10		1.75
Port Gibson	2.25		1.00		1.75
Oak Lawn	2.25		1.00		1.75
Ingleside	2.25		.90		1.75
Galloway	2.25		.80		1.75
Parnell	2.25		.80		1.75
Allens	2.25		.75		1.75
Yokena	2.15		.75		1.75
Glass	2.15		.75		1.75
Warrenton	2.15		.75		1.75
Mattingly	2.15		.50		1.75
Vicksburg*	.75				.75
Kings	2.15		.50		1.75
Blakely	2.15		.50		1.75
Redwood	2.15		60		1.75
Katzenmyer	2.15		.75		1.75
Flowerree	2.15		.90		1.75
Hardee	2.15		1.10		1.85
Halpin	2.15		1.25		2.00
Smedes	2.15		1.25		2.00
Onward	2.15		1.25		2.00
Watsonia	2.15		1.25		2.00
Cary	2.15		1.30		2.00
Egremont	2.15		1.35		2.00
Rolling Fork	2.15	$1.40	1.40		2.00
Helena	2.15	1.40	1.40		2.00
Anguilla	2.15	1.40	1.40		2.00
Nitta Yuma	2.15	1.40	1.40		2.00
Panther Burn	2.15	1.25	1.40		2.00
Percy	2.10	1.00	1.50		2.00
Overbys	2.10	1.00	1.50		2.00
Hollondale	2.10	1.00	1.50		2.00
Estelle	2.10	.90	1.50		2.00
Cooks	2.10	.90	1.50		2.00
Arcola	2.10	.90	1.50		2.00
Welmot	2.10	.90	1.50		2.00
Burdette	2.10	.90	1.50		2.00
Isenbergs	2.10	.90	1.50		2.00
Leland	2.00	.75	1.50		2.00
Leland Branch:					
Stoneville	2.00	.50	1.50		2.00
Magenta	2.00	.50	1.25		2.00
Wilczinski	2.00	.50	1.00		2.00
Winterville	2.00	.50	1.00		2.00
Lamont	2.00	.60	1.00		2.00
Avondale	2.00	.60	1.00		2.00
Bristol	2.00	.75	1.00		2.00
Moores	2.00	.75	1.00		2.00
Huntington*	1.00	.75	.75		1.00
Greenville*	1.00		.75		1.00
Swiftwater	2.00	.50	1.25		2.00
Wayside	2.00	.65	1.25		2.00
Avon	2.00	.70	1.25		2.00
James	2.00	.70	1.15		2.00
Glenora	2.00	.75	1.00		2.00
Longwood	2.00	.75	1.00		2.00
Erwins	2.00	.90	1.15		2.00
Hampton	2.00	.90	1.25		2.00
Glen Allen	2.00	.90	1.25		2.00
Helm	2.00	1.00	1.60		2.15
Choctaw	2.00	1.25	1.60		2.25
Shaws	2.00	1.40	1.75		2.25
Bibbs	2.00	1.50	1.75		2.25
Cleveland	2.00	1.50	1.85		2.25
Mathews	2.00	1.60	1.90		2.25
Merigold	2.00	1.75	2.00		2.25
Mound Bayou	2.00				2.25

*River competition.

Louisville, New Orleans and Texas Railroad—Continued.

From—	To—				
	Memphis.	Greenville.	Vicksburg.	Baton Rouge.	New Orleans.
Shelby	$2.00				$2.25
Hushpuckana	1.95				2.25
Duncan	1.90				2.25
Alligator Lake	1.90				2.25
Bobo	1.85				2.25
Clarksdale	1.75				2.25
Lyons	1.75				2.25
Clover Hill	1.70				2.25
Burke	1.65				2.25
Coahoma	1.60				2.25
Walton	1.55				2.25
Lula	1.50				2.25
Hamlin	1.50				2.25
Carnsville	1.45				2.25
Busby	1.35				2.25
Clayton	1.25				2.25
Evansville	1.15				2.25
Tunica	1.15				2.25
Hollywood	1.10				2.25
Bowdre	1.00				2.25
Robinsonville	1.00				2.25
Clacks	1.00				2.25
DeSoto	1.00				2.25
Holloway	.90				2.25
Lake Cormorant	.85				2.25
Glover	.80				2.25
Walls	.75				2.25
Lake View	.60				2.25
Ensleys	.50				2.25
Etters	.50				2.25
Memphis*					1.00

* River competition.

Rates between New Orleans and points in Louisiana which took effect March 1, 1887.

[In cents per 100 pounds per bushel.]

New Orleans and—	1.	2.	3.	4.	5.	6.	A.	B.	C.	D.	E.	H.	F.	G.
Bayou Sara Crossing, Louisiana; Baker Crossing, Louisiana; Zachrie Crossing, Louisiana; Slaughter Crossing, Louisiana; Ethel Crossing, Louisiana; McVae Crossing, Louisiana; Lindsey Crossing, Louisiana; Bells Crossing, Louisiana	30	28	25	23	20	17	15	16	18	17	25	25	30	60
Port Hudson Crossing, Louisiana*; Port Hickey Crossing, Louisiana*	25	23	20	18	15	12	10	11	13	12	20	20	20	45

* River competition.

Rates from New Orleans to Natchez, Miss. (river competition).

[Took effect May 3, 1887.]

	Cents.
Class 1, per 100 pounds	50
Class 2, per 100 pounds	40
Class 3, per 100 pounds	30
Class 4, per 100 pounds	25
Class 5, per 100 pounds	20

Rates from New Orleans to Natchez, Miss., etc.—Continued.

Articles.		Rate.	
		Less than car-load.	Car-load.
Ale, beer, and porter:			
In casks	per cask	$0.25	.....
Boxed	per 100 pounds	.20	$0.17½
Bagging, India, in bales, rolls, and bags	do	.15	.....
Barrels, empty (car not exceeding 10,000 pounds)	per car	.....	25.00
Canned goods	per case	.10	.....
Candles, soap, mustard in cans	per box	.15	.....
Champagne, in boxes or baskets	per package	.40	.....
Coffee	per sack	.20	.....
Cotton ties (minimum car-load 500 bundles)	per bundle	.06	.05
Cotton-presses and corn-mills	per 100 pounds	.20	.....
Crackers	do	.25	.....
Cement:			
(Except Portland) and plaster in barrels	per barrel	.....	.25
(Portland) plaster, whiting, and lime	per 100 pounds	.12	.....
Currants, dates, and prunes	do	.18	.....
Domestics and factory products (except batting)	per bale	.50	.....
Fruits and oranges, in barrels	per barrel	.50	.....
Oranges, in boxes	per box	.25	.....
Lemons and limes (minimum car-load 24,000 pounds)	per 100 pounds	.25	.20
Bananas (minimum car-load 20,000 pounds)	do	.40	.35
Grain (except oats)	do	.15	.....
Hay	do	.15	.....
Ice, released and prepaid	do	.20	.12½
Iron, pig	do	.10	.....
Live stock, released	per car	.....	50.00
Meat, in boxes	per boxes	.60	.....
Mineral water, in glass	per 100 pounds	.20	.....
Molasses	per barrel	.40	.....
Do	per ½ barrel	.25	.....
Do	per 10 gallons	.20	.....
Do	per 8 gallons	.15	.....
Do	per 5 gallons	.10	.....
Machinery (minimum car-load 20,000 pounds)	per 100 pounds	.....	.25
Oils	per barrel	.60	.....
Oils, in boxes or baskets	per package	.15	.....
Olives, pickles, brandy fruits, mustard in glass, and milk in cans	per box	.15	.....
Oysters in shell, in barrels	per barrel	.50	.....
Oats	per 100 pounds	.10	.....
Paste, in boxes	do	.50	.....
Paper, wrapping and printing, in bundles	do	.17½	.....
Pecans, almonds, and nuts	do	.25	.....
Pork, in barrels	per barrel	.35	.....
Potatoes, apples, and onions, O. R. released	do	.25	.....
Rice:			
In barrels	do	.25	.....
Rice, rice-bran, and other rice product, except in barrels	per 100 pounds	.12	.....
Rope	do	.20	.....
Salt (minimum car-load 20,000 pounds)	do	.12	.09
Sardines	do	.20	.....
Shot	do	.15	.....
Spices	do	.20	.....
Sugar:			
In barrels	per barrel	.25	.....
In hogsheads	per hogshead	1.25	.....
Turpentine	per barrel	1.00	.....
Wads, shells, and cartridges, packed	per 100 pounds	.40	.....
Wines, liquors, cordials, schnapps, and bitters, O. R. released:			
In wood, $1 gallon valuation and under	per barrel	.75	.....
In wood, $1 to $2 gallon valuation	do	1.00	.....
In wood, over $2 gallon valuation	do	1.10	.....
In glass, $3 box valuation and under	per box	.15	.....
In glass, over $3 box valuation	do	.17	.....
Whisky	per barrel	.50	.....
No single shipment taken for less than	per lot	.50	.....

Messengers accompanying bananas or live-stock on same train with one or more car-loads will be way-billed without extra charge.

Perishable freight, including oysters, must be prepaid or guarantied by responsible parties.

Fruits and vegetables when in mixed car-loads, 24,000 pounds and over, will take the car-load rates per 100 pounds on each article when from one consignor to one consignee and destination, on same date.

Rates from New Orleans to Vicksburg and Warrenton, Miss. (river competition).

[Went into effect May 3, 1887.]

	Cents.
Class 1, per 100 pounds	50
Class 2, per 100 pounds	40
Class 3, per 100 pounds	30
Class 4, per 100 pounds	25
Class 5, per 100 pounds	20

Articles.	Rate.	
	Less than car-load.	Car-load.
	Cents.	
Acid, sulphuric ... per 100 pounds		$0.27
Ale, beer, and porter, boxed ... do	20	.17½
Bags, burlaps, gunny, and jute ... do	10	
Bagging, India, in bales, rolls, or bags ... do	15	
Canned goods, soap, candles, and mustard, in cans, boxed ... per box	15	
Champagne, in boxes or baskets ... per package	40	
Charcoal ... per car		27.00
Coal (minimum car-load 24,000 pounds) ... per ton 2,000 pounds		1.30
Coffee ... per 100 pounds	14	
Cotton:		
Ties, (minimum car-load 500 bundles) ... per bundle	6	.05
Gins, feeders, and condensers ... per 100 pounds	40	
Presses and corn mills ... do	20	
Crackers ... do	25	
Cement and plaster in barrels (see Plaster) ... per barrel	25	
Currants, dates, and prunes ... per 100 pounds	18	
Domestics ... per bale	50	
Engines and machinery ... per 100 pounds		.25
Fence wire ... do	17½	
Fertilizers (minimum car-load 24,000 pounds) ... per ton 2,000 pounds	270	1.80
Fruit:		
Oranges, lemons, and limes (minimum car-load 24,000 pounds), per 100 pounds	25	.20
Bananas, pineapples, and grapes (minimum car-load 20,000 pounds), ... per 100 pounds	40	.35
Cocoanuts (minimum car-load 22,000 pounds) ... do	25	.20
No single shipment taken for less than lot	60	
Grain (except oats) ... per 100 pounds	15	
Hay ... do	15	
Ice, released and prepaid ... do	20	.12½
Live-stock, released ... per car		58.00
Marble dust ... per 100 pounds	15	
Meats, fresh, owner's risk ... do		.27½
Mineral water, in glass ... do	20	
Molasses ... per barrel	50	
Do ... per half barrel	25	
Do ... per 10 gallons	19	
Do ... per 8 gallons	15	
Do ... per 5 gallons	10	
Nails ... per 100 pounds	17½	
Oats ... do	10	
Oils ... per barrel	60	
Oils, in boxes or baskets ... per package	15	
Olives, pickles, brandy fruits, mustard in glass, and milk in cans, boxed, ... per box	15	
Oysters:		
In shells (minimum car-load 20,000 pounds) ... per 100 pounds		25
In cans in bulk ... do	30	
In barrels ... per barrel	60	
Paste, in boxes ... per 100 pounds	50	
Pecans, almonds, and nuts ... do	25	
Plaster (except in barrels), whiting and lime ... do	12	
Rice, in barrels ... per barrel	30	
Rice, rice bran, and other rice product (except in barrels) ... per 100 pounds	12	
Roofing material:		
In barrels ... per barrel		50
Except in barrels ... per 100 pounds	15	
Rope ... do	20	
Salt (minimum car-load 24,000 pounds) ... do	12	.09
Sand ... per barrel	30	
Sardines ... per 100 pounds	20	
Shot, in double sacks and kegs ... do	15	
Spices ... do	20	
Sugar:		
In barrels ... per barrel	32	
Except in barrels ... per 100 pounds	12½	
Tin plate ... do	20	
Turpentine ... per barrel	100	

Rates from New Orleans to Vicksburg and Warrenton, Miss. (river competition)—Cont'd.

Articles.	Rate.	
	Less than car-load.	Car-load.
	Cents.	
Vegetables:		
Potatoes, turnips, onions, cabbage, cantaloups, and melons (minimum car-load 22,000 pounds)....per 100 pounds...	23	$0.20
Potatoes in barrels....per barrel..	.....	.25
Cucumbers, beets, squashes, carrots, and parsnips (minimum car-load 22,000 pounds)....per 100 pounds...	27	.23
Tomatoes, green pease, snap beans, and vegetables, not otherwise specified....per 100 pounds...	50	.....
No single vegetable shipment taken for less than lot.....	80	.....
Wads, shells, and cartridges, packed....per 100 pounds...	40	.....
Wines, liquors, cordials, schnapps, and bitters, owner's risk, released:		
In wood, $1 gallon valuation and under....per barrel...	75	.....
In wood, $1 to $2 gallon valuation....do.....	100	.....
In wood, over $2 gallon valuation....do.....	110	.....
In glass, $3 per box valuation and under....per box...	15	.....
In glass, over $3 per box valuation....do.....	17	.....

No single shipment taken for less than 50 cents unless otherwise provided for.

Bulk freights taken in car-load lots only, and are required loaded and unloaded by owner, and must be weighed on track scales, and freight assessed on actual gross weight, provided not less than minimum car-load allowance.

Perishable freight, including oysters, is at owner's risk, and must be prepaid or guarantied by responsible parties.

Fruits and vegetables when in mixed car-loads, 24,000 pounds and over, will take the car-load rates per 100 pounds, on each article, when from one consignor to one consignee and destination on same date.

Messengers accompanying bananas or live-stock on same train with one or more car-loads will be way-billed without extra charge.

Freight tariff from New Orleans to points on Leland branch of Louisville, New Orleans and Texas Railroad.

[Took effect April 15, 1887.]

Between New Orleans, La., and—	Distances.	Per 100 pounds.													Per barrel.		Per car-load.				
		1	2	3	4	5	6	A	B	C	D	E	H	K	F	G	L	M	N	O	P
																	Car-load.	*Ton.*	*Car-load.*	100 *lbs.*	100 *lbs.*
Leland Branch:																					
Stoneville, Miss...	318	65	55	45	38	32	28	23	25	25	22	28	32	16	44	75	$29.00	$2.90	$63.00	.17½	.11½
Magenta, Miss.....	321													17			30.00	3.00	64.00	.18	.12
Wilczinski, Miss..	323																				
Winterville, Miss	328																				
Lamont, Miss.....	331																				
Avondale, Miss...	332	60	50	40	30	26	23	18	22	24	18	24	27	17	38	70	30.00	3.00	64.00	.18	.12
Bristol, Miss.....	332																				
Moores, Miss.....	335																				
Huntington, Miss*	339	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	.....	.....	.....	.....	.....	.....
Greenville, Miss*	328	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	.....	.....	.....	.....	.....	.....
Swiftwater, Miss..	333																30.00	3.00	64.00	.18	.12
Wayside, Miss.....	338																30.00	3.00	64.00	.18	.12
Avon, Miss.....	340																30.00	3.00	64.00	.18	.12
James, Miss.....	342	60	50	40	30	26	23	18	22	24	18	24	27	17	38	70	31.00	3.10	65.00	.18½	.12¼
Glenora, Miss.....	343																31.00	3.10	65.00	.18½	.12¼
Longwood, Miss..	346																31.00	3.10	65.00	.18½	.12¼
Erwins, Miss.....	350																				
Hampton, Miss....	356	65	55	45	38	32	28	23	25	25	22	28	32	17	48	85	31.00	3.10	65.00	.18½	.12½
Glen Allen, Miss..	358																				

* River competition.

*Classes A, B, C, D, E, H, F, and G, in car-loads 24,000 pounds and over, and 10 per cent. less than above rates.

Rates from New Orleans to Greenville, Miss., Huntington, Miss., Arkansas City, Ark., and Memphis, Tenn.

[Went into effect May 3, 1887.]

	Cents.
Class 1, per 100 pounds	65
Class 2, per 100 pounds	50
Class 3, per 100 pounds	38
Class 4, per 100 pounds	30
Class 5, per 100 pounds	25

Articles.		Rate.	
		Less than car-load.	Car-load.
Ale, beer, and porter, bottled, in casks	100 pounds	$0.23	$0.20
Ammunition, wads, shells, cartridges	do	.50	
Ash, soda, and soda product	do	.17	
Asphaltum, pitch, and tar	do	.17	
Bags, burlap, gunny, and jute	do	.10	
Bagging	do	.15	
Barrels:			
Beer, halves	each	.17	
Beer, quarters	do	.12	
Empty, whisky, oil, turpentine	car		35.00
Bottles:			
Empty, in cases or crates	100 pounds	.22	
Hamper	do	.28	
Open box	do	.22	
Bones	do		10
Brandy fruits, in glass, O. R.	do	.25	
Broken glass, packed	do	.17	
Broken granite or stone	do		.20
Canned goods (minimum C. L. 20,000 pounds)	do	.20	.15
Champagne	package	.45	
Cement and plaster	barrel	.25	
Claret	box	.18	
Cotton ties (minimum C. L. 500 bundles)	bundle	.06	.05
Cotton batting, baled	100 pounds	.60	
Coffee	do	.14	
Crude rubber	do	.38	
Currents, prunes, and dates	do	.20	
Domestics and factory products (except batting)	bale	.75	
Earthenware	100 pounds	.20	
Fire kindlers (cotton-seed hulls prepared for that purpose)	car		30.00
Fish	barrel	.60	
Fruit:			
Oranges, lemons, limes (minimum C. L. 24,000 pounds)	100 pounds	.30	.25
Bananas, pineapples, and grapes (minimum C. L. 20,000 pounds)	do	.50	.40
Cocoanuts (minimum C. L. 22,000 pounds)	do	.25	.23
Hides:			
Dry, loose	each	.12	
Dry, baled	100 pounds	.25	
Green, salted, in bundles	do	.20	
Hoops (minimum C. L. 24,000 pounds)	do		.20
*Household goods, and second-hand furniture, valuation limited to $5 per 100 pounds, per car not exceeding 20,000 pounds	car		70.00
Iron:			
Beams (minimum C. L. 24,000 pounds)	ton 2,240 pounds		3.00
Pig	100 pounds	.17	
Scrap and metals	do	.17	
Sheet	do	.23	
Jellies and preserves, in buckets, pails, or tubs, O. R., fourth-class: rate in effect at time of shipment.			
Jute and sisal, in bales	100 pounds	.25	
Live stock:			
(Ordinary) single-deck, released	car 20,000 pounds		60.00
Race horses, released, valuation limited to $100 per head, cars to be stalled at expense of owner, one attendant at his own risk of personal injury	car 20,000 pounds		75.00
Lumber:			
Rough (minimum C. L. 24,000 pounds)	100 pounds		.12½
Dressed (minimum C. L. 24,000 pounds)	do		.15
Laths and shingles (minimum C. L. 24,000)	do		.15
Logs (minimum C. L. 24,000 pounds)	do		.09½
Staves (minimum C. L. 24,000 pounds)	do		.12½
Mahogany and cedar boards	do	.35	
Machinery, corn mills, and cotton presses, O. R. (minimum C. L. 20,000 pounds)	100 pounds		.25
Meat, fresh	do		.30
Mineral water, packed	do	.23	

Articles.		Rate.	
		Less than car-load.	Car-load.
Molasses:			
Barrels	barrel	$0.50	
half-barrels	half-barrel	.25	
10 gallon kegs	keg	.15	
5 gallon kegs	do	.10	
Moss, pressed in bales, O. R. fire	100 pounds	.25	
Nails	do	.20	
Oakum	do	.25	
Oil:			
Coal	barrel	1.00	
Cotton-seed	100 pounds	.15	
Cotton-seed	barrel		$0.50
Oils, in baskets or boxes	package	.18	
Oysters:			
In shell, released, prepaid, or guarantied, icing at owner's expense, (C. L. 20,000 pounds)	barrel	1.00	
	100 pounds		.25
In bulk in cans, released, prepaid, or guarantied, at owner's expense	100 pounds	.30	
Paper stock, packed	do	.17	
Pastes, vermicelli, and other	do	.50	
Pecans, almonds, and nuts	do	.30	
Potash	do	.20	
Raisins:			
In boxes	box	.12	
In half-boxes	half-box	.07	
In quarter-boxes	quarter-box	.06	
Strapped, in lots, 10,000 pounds and over	100 pounds	.30	
Rosin	barrels	.33	
Rice:			
In barrels	do	.30	
Rice bran and other product, except in barrels	100 pounds	.12	
Rope, in coils	do	.20	.12½
Salt	do	.12½	.10
Sardines	do	.25	
Shells, lake, in hogsheads or barrels	do	.17	
Shot, in double sacks	do	.15	.10
Sugar:			
In hogsheads	do	.12½	
In barrels	barrel	.35	
Tinplate, from ship's side or depot	100 pounds	.18	
Turpentine:			
Turpentine	barrel	1.00	
In tank-cars, O. R. leakage	tank		50.00
Vegetables:			
Potatoes (Irish), turnips, and cabbage (minimum 22,000 pounds)	100 pounds	.30	.28
Onions, cantaloups, melons, and sweet potatoes (minimum C. L. 22,000 pounds)	100 pounds	.32	.28
Potatoes (Irish) in barrels (minimum C. L. 150 barrels)	barrel		.25
Potatoes and onions, in bulk (minimum C. L. 22,000 pounds)	100 pounds		.28
Cucumbers, beets, squash, carrots, parsnips (minimum C. L. 22,000 pounds)	100 pounds	.39	.33
Tomatoes, snap beans, green pease, and vegetables not otherwise specified	100 pounds	.50	
Wines and liquors:			
In wood, $1 gallon valuation and under	do	.25	
In wood, $1 to $2 gallon valuation	do	.30	
In wood, over $2 gallon valuation	do	.35	
In glass, $3 box valuation and under	box	.18	
In glass, over $3 box valuation	do	.20	
Wool	100 pounds	.30	
Whiting and lime	do	.12	

*Applies only to Memphis and Arkansas City. To Greenville and Huntington, use local tariff.

No single shipment taken for less than 60 cents.

Messengers accompanying bananas or live stock on same train with one or more car-loads will be way-billed without extra charge.

Articles in bulk taken in car-load lots only, and are required loaded and unloaded by owner, and must be weighed on track scales, and freight assessed on actual gross weight, provided not less than minimum car-load allowance.

Perishable freight, including oysters and fish, must be prepaid, or guarantied by responsible parties.

Fruits and vegetables when in mixed car-loads, 24,000 pounds and over, will take the car-load rates per hundred pounds, on each article, when from one consignor to one consignee and destination, on same date.

Local freight tariff between stations not otherwise provided for.

[Took effect April 1, 1887.—In cents per 100 pounds, and per barrel.]

Distances.	Cents per one hundred pounds.													Per bbl.		Per car-load.				
	1	2	3	4	5	6	A	B	C	D	E	H	K	F	G	L Car-load.	M Ton.	N Car-load.	O 100 lbs.	P 100 lbs.
10 miles and under	30	26	23	20	18	15	13	15	13	12	18	20	5	25	45	$20.00	$1.20	$16	7½	4½
20 and over 10 miles	36	31	27	23	21	18	16	18	16	14	21	23	6	30	54	20.00	1.30	18	10	5
30 and over 20 miles	41	35	30	26	24	21	18	21	18	16	24	26	7	35	63	20.00	1.40	20	12	5
40 and over 30 miles	45	38	33	29	26	23	20	23	20	18	26	29	8	37	69	20.00	1.50	22	12½	5
50 and over 40 miles	48	41	36	31	27	24	21	24	22	19	28	31	8	39	72	20.00	1.55	24	12¾	5¼
60 and over 50 miles	51	44	38	33	28	25	22	25	23	20	30	33	9	41	75	20.00	1 60	26	13	5½
70 and over 60 miles	54	46	40	35	29	26	23	26	24	21	31	35	9	43	78	20.00	1.65	28	13¼	5½
80 and over 70 miles	56	48	42	37	30	27	24	27	25	22	32	37	10	45	81	20.00	1.70	30	13½	5¾
90 and over 80 miles	58	50	44	38	31	28	25	28	26	23	33	38	10	47	84	20.00	1.75	32	13¾	6
100 and over 90 miles	60	52	45	39	32	29	26	29	27	24	34	39	11	49	85	20.00	1.80	34	13¾	6¼
110 and over 100 miles	62	54	45	40	33	30	27	30	28	25	35	40	11	50	85	20.00	1.85	36	14	6½
120 and over 110 miles	64	55	45	40	35	30	27	30	28	25	35	40	12	50	85	20.00	1.90	38	14	6¾
130 and over 120 miles	65	55	45	40	35	30	27	30	28	25	35	40	12	50	85	20.00	1.95	40	14¼	7
140 and over 130 miles	65	55	45	40	35	30	27	30	28	25	35	40	12	50	85	20.00	2.00	42	14¼	7¼
150 and over 140 miles	65	55	45	40	35	30	27	30	28	25	35	40	13	50	85	20.50	2.05	44	14½	7½
160 and over 150 miles	65	55	45	40	35	30	27	30	28	25	35	40	13	50	85	21.00	2.10	46	14½	8
170 and over 160 miles	65	55	45	40	35	30	27	30	28	25	35	40	13	50	85	21.50	2.15	48	14¾	8¼
180 and over 170 miles	65	55	45	40	35	30	27	30	28	25	35	40	14	50	85	22.00	2.20	50	14¾	8½
190 and over 180 miles	65	55	45	40	35	30	27	30	28	25	35	40	14	50	85	22.50	2.25	52	15	8¾
200 and over 190 miles	65	55	45	40	35	30	27	30	28	25	35	40	14	50	85	23.00	2.30	54	15	9
220 and over 200 miles	65	55	45	40	35	30	27	30	28	25	35	40	15	50	85	24.00	2.40	56	15¼	9½
240 and over 220 miles	65	55	45	40	35	30	28	31	30	27	35	40	15	52	90	25.00	2.50	58	15½	10
260 and over 240 miles	65	55	45	40	35	30	28	31	30	27	35	40	15	52	90	26.00	2.60	60	16	10½
280 and over 260 miles	65	55	45	40	35	30	28	31	30	27	35	40	16	52	90	27.00	2.70	61	16½	11
300 and over 280 miles	65	55	45	40	35	30	28	31	30	27	35	40	16	52	90	28.00	2.80	62	17	11¼
320 and over 300 miles	65	55	45	40	35	30	28	31	30	27	35	40	16	52	90	29.00	2.90	63	17½	11½
340 and over 320 miles	65	55	45	40	35	30	28	31	30	27	35	40	17	52	90	30.00	3.00	64	18	12
360 and over 340 miles	65	55	45	40	35	30	28	31	30	27	35	40	17	52	90	31.00	3.10	65	18½	12¼
380 and over 360 miles	65	55	45	40	35	30	28	31	30	27	35	40	17	52	90	32.00	3.20	66	19	12½
400 and over 380 miles	65	55	45	40	35	30	28	31	30	27	35	40	18	52	90	33.00	3.30	67	19½	12½
420 and over 400 miles	65	55	45	40	35	30	28	31	30	27	35	40	18	52	90	34.00	3.40	68	20	12½
440 and over 420 miles	65	55	45	40	35	30	28	31	30	27	35	40	18	52	90	35.00	3.50	69	20	12½
460 and over 440 miles	65	55	45	40	35	30	28	31	30	27	35	40	18	52	90	36.00	3.60	70	20	12½

Classes A, B, C, D, E, H, F, and G in car-loads 24,000 pounds and over, 25 per cent. less than above rates.

Rates on sugar.

[Took effect April 1, 1887.]

From Baton Rouge, La., and stations south, to New Orleans, La.	To depot.	To levee.
Sugar.....per barrel...	$0.25	$0.30
Sugar.....per hogshead...	1.00	1.25
Molasses.....per barrel...	.37½	.50

	Cents.
Between New Orleans and Baton Rouge and intermediate stations:	
Empty sirup barrels, each	05
Empty sirup hogsheads, each	15
Cane, per ton	60
Sirup, per barrel	25

Freight tariff on cotton-seed per ton of 2,000 pounds.

[Took effect April 1, 1887.]

Distances.	Per ton.		Distances.	Per ton.	
	Car-load, 24,000 lbs.	Less than car-load.		Car-load, 24,000 lbs.	Less than car-load.
5 miles and under	$1.20	$1.50	90 miles and over 85	$2.25	$2.82
10 miles and over 5	1.20	1.50	95 miles and over 90	2.30	2.88
15 miles and over 10	1.30	1.73	100 miles and over 95	2.35	2.94
20 miles and over 15	1.40	1.75	110 miles and over 100	2.40	3.00
25 miles and over 20	1.50	1.88	120 miles and over 110	2.45	3.06
30 miles and over 25	1.60	2.00	130 miles and over 120	2.50	3.13
35 miles and over 30	1.70	2.13	140 miles and over 130	2.55	3.19
40 miles and over 35	1.75	2.19	150 miles and over 140	2.60	3.25
45 miles and over 40	1.80	2.25	160 miles and over 150	2.60	3.25
50 miles and over 45	1.85	2.31	170 miles and over 160	2.65	3.31
55 miles and over 50	1.90	2.38	180 miles and over 170	2.70	3.38
60 miles and over 55	1.95	2.44	190 miles and over 180	2.75	3.45
65 miles and over 60	2.00	2 50	200 miles and over 190	2.80	3.50
70 miles and over 65	2.05	2.56	250 miles and over 200	2.90	3.63
75 miles and over 70	2.10	2.63	300 miles and over 250	2.90	3.63
80 miles and over 75	2.15	2.69	350 miles and over 300	3.00	3.75
85 miles and over 80	2.20	2.75	500 miles and over 350	3.00	3.75

Rates on fertilizers and cotton-seed meal and cake per ton of 2,000 pounds.

[Took effect April 1, 1887.]

Distances.	Per ton.		Distances.	Per ton.	
	Car-load, 24,000 lbs.	Less than car-load.		Car-load, 24,000 lbs.	Less than car-load.
30 miles and under	$1.00	$1.50	250 miles and over 200	$1.80	$2.70
50 miles and over 30	1.25	1.87	300 miles and over 250	1.85	2.78
70 miles and over 50	1.50	2.25	350 miles and over 300	1.90	2.85
100 miles and over 70	1.65	2.48	400 miles and over 350	1.95	2.93
150 miles and over 100	1.70	2.55	450 miles and over 400	2.00	3.00
200 miles and over 150	1.75	2.63	500 miles and over 450	2.05	3.07

Freight tariff on lumber, logs, etc.

[Took effect April 1, 1887.]

Distance.	Per hundred pounds.						Wood.
	Logs.	Rough lumber.		Dressed lumber.		Staves.	
	Car-load.*	Car-load.*	Less than car-load.	Car-load.*	Less than car-load.	Car-load.*	Less than car-load (10 cords and over).
							Per cord.
10 miles and under	$0.03½	$0.04½	$0.06¾	$0.05½	$0.08¼	$0.05	$1.00
20 and over 10 miles	.03¾	.05	.07½	.06	.09	.05½	1.00
30 and over 20 miles	.03¾	.05	.07½	.06	.09	.06	1.00
40 and over 30 miles	.03¾	.05	.07½	.06	.09	.06¼	1.00
50 and over 40 miles	.04	.05¼	.07¾	.06¼	.09¼	.06½	1.00
60 and over 50 miles	.04	.05¼	.07¾	.06¼	.09¼	.06¾	1.00
70 and over 60 miles	.04¼	.05½	.08¼	.06½	.09¾	.07	1.00
80 and over 70 miles	.04¼	.05¾	.08½	.07	.10½	.07¼	1.00
90 and over 80 miles	.04½	.06	.09	.07¼	.10¾	.07½	1.00
100 and over 90 miles	.04½	.06¼	.09¼	.07½	.11¼	.07¾	1.00
110 and over 100 miles	.04¾	.06½	.09¾	.07¾	.11¾	.08	1.05
120 and over 110 miles	.05	.06¾	.10¼	.08¼	.12¼	.08¼	1.10
130 and over 120 miles	.05¼	.07	.10½	.08½	.12¾	.08½	1.15
140 and over 130 miles	.05½	.07¼	.10¾	.08¾	.13¼	.08¾	1.20
150 and over 140 miles	.05½	.07½	.11¼	.09	.13½	.09	1.25
160 and over 150 miles	.06	.08	.12	.09½	.14¼	.09¼	1.30
170 and over 160 miles	.06¼	.08¼	.12½	.10	.15	.09½	1.35
180 and over 170 miles	.06¼	.08½	.12¾	.10¼	.15¼	.09¾	1.40
190 and over 180 miles	.06½	.08¾	.13¼	.10½	.15¾	.10	1.45
200 and over 190 miles	.06¾	.09	.13½	.10¾	.16¼	.10¼	1.50
220 and over 200 miles	.07¼	.09½	.14¼	.11½	.17¼	.10¾	.....
240 and over 220 miles	.07½	.10	.15	.12	.18	.11¼	.....
260 and over 240 miles	.07¾	.10½	.15¾	.12¾	.19¼	.11¾	.....
280 and over 260 miles	.08¼	.11	.16½	.13¼	.19¾	.12¼	.....
300 and over 280 miles	.08½	.11¼	.16¾	.13½	.20¼	.12½	.....
320 and over 300 miles	.08½	.11½	.17¼	.13¾	.20¾	.12½	.....
340 and over 320 miles	.09	.12	.18	.14½	.21¾	.12½	.....
360 and over 340 miles	.09¼	.12¼	.18½	.14¾	.22¼	.12½	.....
380 and over 360 miles	.09½	.12½	.18¾	.15	.22½	.12½	.....
400 and over 380 miles	.09½	.12½	.18¾	.15	.22½	.12½	.....
420 and over 400 miles	.09½	.12½	.18¾	.15	.22½	.12½	.....
440 and over 420 miles	.09½	.12½	.18¾	.15	.22½	.12½	.....
460 and over 440 miles	.09½	.12½	.18¾	.15	.22½	.12½	.....

* Car-loads are given at 24,000 pounds and over.
Rough lumber rates will apply on shingles and laths.

Rates on coal in car-loads of 12 tons or more, per ton of 2,000 pounds.

[Took effect April 1, 1887.]

Distances.	Per ton.	Distances.	Per ton.
15 miles and under	$0.95	145 miles and over 135	$1.22
25 miles and over 15	.98	225 miles and over 145	1.25
35 miles and over 25	1.00	245 miles and over 225	1.30
45 miles and over 35	1.02	265 miles and over 245	1.35
55 miles and over 45	1.04	285 miles and over 265	1.40
65 miles and over 55	1.06	310 miles and over 285	1.45
75 miles and over 65	1.08	335 miles and over 310	1.51
85 miles and over 75	1.10	360 miles and over 335	1.58
95 miles and over 85	1.12	385 miles and over 360	1.65
105 miles and over 95	1.14	410 miles and over 385	1.71
115 miles and over 105	1.16	435 miles and over 410	1.78
125 miles and over 115	1.18	460 miles and over 435	1.84
135 miles and over 125	1.20		

PRINCIPAL ARTICLES IN LETTER CLASSES.

CLASS A.—Ties and bagging, jute butts, paper stock and rags, pressed in bales. Charcoal in barrels or casks, car-load not less that 24,000 pounds to be charged for. Boxes, empty, car-load not less than 24,000 pounds to be charged for. Box and barrel material, less than car-load; hoops, heads, shooks, etc., in packages. Drain and roofing tile, car-load, released. Cotton factory sweepings. Paper and wood pulp.

CLASS B.—Bacon, packed, in any quantity; bulk meats, car-load, owner's risk of spoiling. Lard, if released. Tallow, in barrels.

CLASS C.—Flour, in sacks. Self-rising flour, in packages, packed.

CLASS D.—Grain, corn-meal, meal and bran, any quantity. Hay, fodder, etc., any quantity. Oil-cake, any quantity, and cotton-seed meal for feed, less than car-load.

CLASS E.—Ale, beer, and porter in wood, car-load, owner's risk of leakage or fermentation. Ale, beer, and porter in glass, packed, car-load, released. Ale and beer, barrels, half-barrels, and kegs, returned empty, released.

CLASS F.—Flour, grits, and hominy, in barrels.

CLASS G.—Beef and pork, salted, in barrels.

CLASS H.—Whisky in wood, value limited to 75 cents per gallon.

Texas and Pacific rates on freight on points from New Orleans to Baton Rouge.

[Took effect November 8, 1886.]

	Rates in cents per 100 pounds.								
	Less than car-loads.				Car-loads, 20,000 pounds and over.				
	1	2	3	4	A	B	C	D	E
From New Orleans to—									
Waggaman, La.*	25	18	15	10	10	8	7	6	5
Davis, La.*	25	18	15	10	10	8	7	6	5
Luling, La.*	25	18	15	10	10	8	7	6	5
Saint Charles, La.*	25	18	15	10	10	8	7	6	5
Dugan, La.*	25	18	15	10	10	8	7	6	5
Le Sassier, La.*	25	18	15	10	10	8	7	6	5
Saint John, La.*	25	18	15	10	10	8	7	6	5
Duke, La.*	25	18	15	10	10	8	7	6	5
Johnson, La.*	25	18	15	10	10	8	7	6	5
Vacherie, La.*	25	18	15	10	10	8	7	6	5
Delogny, La.*	25	18	15	10	10	8	7	6	5
Saint James, La.*	25	18	15	10	10	8	7	6	5
Forstall, La.*	25	22	20	15	15	12	10	8	8
Winchester, La.*	25	22	20	15	15	12	10	8	8
Donaldsonville, La.*	25	22	20	15	15	12	10	8	8
McCall, La.*	25	22	20	15	15	12	10	8	8
White Castle, La.*	25	22	20	15	15	12	10	8	8
Bayou Goula, La.*	25	22	20	15	15	12	10	8	8
Plaquemine, La.*	25	22	20	15	15	12	10	8	8
Baton Rouge Junction, La.*	25	22	20	15	15	12	10	8	8
Brusle Landing, La.*	25	22	20	15	15	12	10	8	8
West Baton Rouge, La.*	25	22	20	15	15	12	10	8	8

* River competition at all these points.

Articles	Rates.	Articles.	Rates.
Ale, beer, porter, pigs' feet, beef, pork, and mackerel.....barrel...	$0.30	Bagging.....roll...	$0.20
Flour, meal, hominy, grits, plaster, lime, sand, resin, cement, and rice...barrel...	.15	Do.....half roll...	.12½
Whisky, brandy, gin, wines, liquor, coal-oil.....barrel...	.50	Do.....quarter roll...	.10
Apples, onions, and potatoes in barrels, ...barrel....	.20	Oranges and lemons.....box...	.20
Onions and potatoes in sacks.....sack...	.15	Nails and spikes.....keg...	.07½
Claret or coal in casks.....cask...	.75	Corn, pease, bran, and oats.....sack...	.10
Hay in bales.....bale...	.35	Hams, lard, and bacon.....100 pounds...	.07½
Do.....half-bale...	.20	Salt.....sack...	.10
Do.....quarter bale...	.15	Cabbage in crates, 200 pounds or less, ...crate....	.25
Wines and liquors in cases.....case...	.10	Cabbage in crates, 450 pounds or less, ...crate....	.40
Ice, less than car-load, per ton 2,000 pounds.....ton...	1.50	Machinery in car-loads not exceeding 30,000 pounds.....car.....	25.00
Ice, car-loads, per ton 2,000 pounds..do.....	1.00	No single shipment taken for less than, lot.....	.25

Tariff between New Orleans and Shreveport, taking effect May 23, 1887.

[Rates in cents per 100 pounds.]

Between New Orleans, La. and—	Less than car-loads.				Car-loads, 20,000 pounds or more.				
	Class 1.	Class 2.	Class 3.	Class 4.	Class A.	Class B.	Class C.	Class D.	Class E.
Grosse Tête, La.*	45	35	33	25	23	22	20	18	15
Rosedale, La.*	45	35	33	25	23	22	20	18	15
Margouin, La.*	50	40	35	30	25	23	22	20	18
False River, La	50	40	38	30	25	23	22	20	18
Fordoche, La.*	50	40	38	30	25	23	22	20	18
Ravenwood, La	50	40	38	30	25	23	22	20	18
Meiville, La.*	55	45	40	33	25	24	23	22	20
Goshen, La	60	50	45	35	28	25	24	23	22
Rosa, La	60	50	45	35	28	27	26	25	24
Morrow, La	60	50	45	35	28	27	26	25	24
Bunkie, La.*	60	50	45	35	28	27	26	25	24
Cheneyville, La	60	50	45	35	28	27	26	25	24
Lecompte, La	60	50	45	35	28	27	26	25	24
Lamorie, La	60	50	45	35	28	27	26	25	24
Moreland, La	60	50	45	35	28	27	26	25	24
Alexandria, La.*	60	50	45	35	28	27	26	25	24
Rapides, La	60	50	45	35	28	27	26	25	24
Boyce, La.*	60	50	45	35	28	27	26	25	24
Lena, La	70	55	50	40	32	30	28	26	24
Chopin, La	75	60	55	45	35	33	30	27	25
D'Arbonne, La	80	65	58	50	40	35	33	30	25
Prudhomme, La	85	68	60	50	45	40	35	30	25
Provencal, La	90	70	60	50	45	40	35	30	25
Robeline, La	90	70	60	50	45	40	35	30	25
Marthaville, La	90	70	60	50	45	40	35	30	25
Gibbetts, La	90	70	60	50	45	40	35	30	25
Websters, La	90	70	60	50	45	40	35	30	25
Sodus, La	90	70	60	50	45	40	35	30	25
Oxford, La	90	70	60	50	45	40	35	30	26
Mansfield, La	90	70	60	50	45	40	35	30	25
Grand Cane, La	90	70	60	50	45	40	35	30	25
Gloster	90	70	60	50	45	40	35	30	25
Stonewall, La	90	70	60	50	45	40	35	30	25
Reisor, La	90	70	60	50	45	40	35	30	25
Jewella, La	90	70	60	50	45	40	35	30	25
Beck, La	90	70	60	50	45	40	35	30	25
Flournoy, La	90	70	60	50	45	40	35	30	25
Greenwood, La	100	80	70	60	55	50	45	40	35

Tariff between New Orleans and Shreveport, etc.—Continued.

Between New Orleans, La., and—	Grain and hay, straight, or mixed, per 100 pounds.		Beef, pork, and hog product, per 100 pounds.		Coal-oil, gin, whisky, and bottled beer, packed, per 100 pounds.	Flour, per barrel.		Meal, hominy, and grits.	
	Carload.	Less than carload.	Carload.	Less than carload.	Less than carload.	Carload.	Less than carload.	Carload.	Less than carload.
Grosse Tête, La.*	12½	12½	15	15	45	30	30	25	25
Rosedale, La.*	12½	12¼	15	15	45	30	30	25	25
Margouin, La.*	12½	12½	15	15	45	30	30	26	25
False River, La	12½	12½	15	15	45	30	30	25	25
Fordoche, La.*	12½	12½	15	15	45	30	30	25	25
Ravenwood, La	12½	12½	15	15	45	30	30	25	25
Melville, La.*	12½	12½	15	15	45	30	30	25	25
Goshen, La	15	15	20	20	45	40	40	35	35
Rosa, La	15	15	20	20	45	40	40	35	35
Morrow, La	20	20	25	25	45	40	40	35	35
Bunkie, La.*	20	20	25	25	45	40	40	35	35
Cheneyville, La	20	20	25	25	45	40	40	35	35
Lecompte, La	20	20	25	25	45	40	40	35	35
Lamorie, La	20	20	25	25	45	40	40	35	35
Moreland, La	20	20	25	25	45	40	40	35	35
Alexandria, La.*	20	20	25	25	45	40	40	35	35
Rapides, La	20	20	25	25	45	40	40	35	35
Boyce, La.*	20	20	25	25	45	40	40	35	35
Lena, La	20	25	25	30	50	45	55	40	50
Chopin, La	20	25	30	35	50	45	55	40	50
D'Arbonne, La	20	25	30	35	50	45	55	40	50
Prudhomme, La	20	25	30	35	60	45	55	40	50
Provencal, La	20	25	30	35	60	45	55	40	50
Robeline, La	20	25	35	40	60	50	60	45	55
Marthaville, La	20	25	35	40	60	50	60	45	55
Gibbetts, La	20	25	35	40	60	50	60	45	55
Websters, La	20	25	35	40	60	50	60	45	55
Sodus, La	20	25	35	40	60	50	60	45	55
Oxford, La	20	25	35	40	60	50	60	45	55
Mansfield, La	20	25	35	40	60	50	60	45	55
Grand Cane, La	25	30	35	40	60	50	60	45	55
Gloster, La	25	30	35	40	60	59	60	45	55
Stonewall, La	25	30	35	40	60	50	60	45	55
Reisor, La	25	30	35	40	60	50	60	45	55
Jewella, La	25	30	35	40	60	50	60	45	55
Beck, La	25	30	35	40	60	50	60	45	55
Flournoy, La	25	30	35	40	60	50	60	45	55
Greenwood, La	25	30	35	40	60	50	60	45	55

Tariff between New Orleans and Shreveport, etc.—Continued.

Between New Orleans, La., and—	Bagging and ties, per 100 pounds.		Sugar, rice, and molasses, per 100 pounds.		Lime and cement, per 100 pounds.		Salt, per 100 lbs.	Ice, prepaid.	
	Carload.	Less than carload.	Carload.	Less than carload.	Carload.	Less than carload.	Any quantity.	Carload.	Less than carload.
Grosse Tête, La.*	15	15	15	20	12½	15	12½	10	10
Rosedale, La.*	15	15	15	20	12½	15	12½	10	10
Margouin, La.*	15	15	15	20	12½	15	12½	10	10
False River, La	15	15	15	20	12½	15	12½	10	10
Fordoche, La *	15	15	15	20	12½	15	12½	10	10
Ravenwood, La	15	15	15	20	12½	15	12½	10	10
Melville, La.*	15	15	15	20	12½	15	12½	10	10
Goshen, La	20	20	20	20	17½	17½	17½	12½	12½
Rosa, La	20	20	20	20	17½	17½	17½	12½	12½
Morrow, La	25	25	25	25	17½	17½	17½	12½	12½
Bunkie, La.*	25	25	25	25	20	20	20	12½	12½
Cheneyville, La	25	25	25	25	20	20	20	12½	12½
Lecompte, La	25	25	25	25	20	20	20	12½	12½
Lamorie, La	25	25	25	25	20	20	20	12½	12½
Moreland, La	25	25	25	25	20	20	20	12½	12½
Alexandria, La.*	25	25	25	25	20	20	20	12½	12½
Rapides, La	25	25	25	25	20	20	20	12½	12½
Boyce, La.*	25	25	25	25	20	20	20	12½	12½
Lena, La	30	35	30	30	20	25	20	15	17½
Chopin, La	32	37	30	35	20	25	20	15	17½
D'Arbonne, La	35	40	30	35	20	25	20	15	22½
Prudhomme, La	35	40	30	35	23	30	22½	15	22½
Provencal, La	35	40	35	40	23	30	22½	15	22½
Robeline, La	35	40	40	45	23	30	22½	15	22½
Marthaville, La	35	40	40	45	23	30	22½	15	22½
Gibbetts, La	35	40	40	45	23	30	22½	15	22½
Websters, La	35	40	40	45	23	30	22½	15	22½
Sodus, La	35	40	40	45	23	30	22½	15	22½
Oxford, La	35	40	40	45	23	30	22½	15	22½
Mansfield, La	35	40	40	45	23	30	22½	15	22½
Grand Cane, La	35	40	40	45	23	30	22½	15	22½
Gloster, La	35	40	40	45	23	30	22½	15	22½
Stonewall, La	35	40	40	45	23	30	22½	15	22½
Reisor, La	35	40	40	45	23	30	22½	15	22½
Jewella, La	35	40	40	45	23	30	22½	15	22½
Beck, La	35	40	40	45	23	30	22½	15	22½
Flournoy, La	35	40	40	45	23	30	22½	15	22½
Greenwood, La	35	40	40	45	23	30	22½	15	22½

* River competition.

FOREIGN TRADE OF NEW ORLEANS.

The following valuable tables in regard to the foreign commerce and the tonnage employed in the coasting trade of New Orleans are inserted here as a befitting conclusion to the report on the commerce of the Mississippi River, namely:

1. Statement showing the total values of imports into and exports from the customs district of New Orleans during each year from 1804 to 1887, inclusive.

2. Statement showing the total values of imports from and of domestic exports to the principal and all other foreign countries into and from the customs district of New Orleans during each year ending June 30, from 1869 to 1887, inclusive.

3. Values of the principal and all other articles of merchandise imported into and of domestic merchandise exported from the customs district of New Orleans during the years ending June 30, 1856, 1860, 1870, 1875, 1880, 1885, and 1887.

4. Statement of the registered, enrolled, and licensed tonnage belonging in the district of New Orleans, showing the tonnage employed in the coasting trade and in steam navigation, respectively, for each year from 1804 to 1869, inclusive.

5. Statement of the registered, enrolled, and licensed tonnage belonging in the district of New Orleans (distinguishing between sail and steam) for each year from 1870 to 1887, inclusive.

6. Statement showing the tonnage of American and foreign vessels entered and cleared in the foreign trade in the customs district of New Orleans from 1821 to 1887, inclusive.

7. Statement showing the tonnage of American and foreign vessels entered and cleared in the customs district of New Orleans from and for the principal and all other foreign countries during each year ending June 30, from 1871 to 1887, inclusive.

VALUES OF EXPORTS AND IMPORTS.

No. 1.—*Statement showing the total values of imports into and exports from the customs district of New Orleans during each year from* 1804 *to* 1887, *inclusive.*

Year ending (*a*)	Exports.			Imports.	Total commerce.
	Domestic.	Foreign.	Total.		
September 30—					
1804	$1,392,093	$208,269	$1,600,362	Not stated.	.....
1805	2,338,483	1,033,062	3,371,545	.....do.....	.....
1806	2,357,141	1,530,182	3,887,323	.....do.....	.....
1807	3,161,381	1,159,174	4,320,555	.....do.....	.....
1808	537,711	723,390	1,261,101	.....do.....	.....
1809	344,303	197,621	541,924	.....do.....	.....
1810	1,753,974	136,978	1,890,952	.....do.....	.....
1811	2,501,842	148,208	2,650,050	.....do.....	.....
1812	1,025,602	34,869	1,060,471	.....do.....	.....
1813	1,013,667	31,486	1,045,153	.....do.....	.....
1814	383 709	3,482	387,191	.....do.....	.....
1815	5,055,858	46,752	5,102,610	.....do.....	.....
1816	5,251,833	351,115	5,602,948	.....do.....	.....
1817	8,241,254	783,558	9,024,812	.....do.....	.....
1818	12,176,910	747,399	12,924,309	.....do.....	.....
1819	8,950,921	817,832	9,768,753	.....do.....	.....
1820	7,242,415	353,742	7,596,157	.....do.....	.....
1821	6,907,599	364,573	7,272,172	$3,379,717	$10,651,889
1822	7,303,461	675,184	7,978,645	3,817,238	11,795,883
1823	6,769,410	1,009,662	7,779,072	4,283,125	12,062,197
1824	6,442,946	1,485,874	7,928,820	4,539,769	12,468,589
1825	10,965,234	1,617,690	12,582,924	4,290,034	16,872,958
1826	9,048,506	1,235,874	10,284,380	4,167,521	14,451,901
1827	10,602,832	1,126,165	11,728,997	4,531,645	16,260,642
1828	10,163,342	1,784,058	11,947,400	6,217,881	18,165,281
1829	10,898,183	1,487,877	12,386,060	6,857,209	19,243,269
1830	13,042,740	2,445,952	15,488,692	7,599,083	23,087,775
1831	12,835,531	3,926,458	16,761,989	9,766,693	26,528,682
1832	14,105,118	2,425,812	16,530,930	8,871,653	25,402,583
1833	16,133,457	2,807,916	18,941,373	9,590,505	28,531,878
1834	23,759,607	2,797,917	26,557,524	13,781,809	40,339,333
1835	31,265,015	5,005,808	36,270,823	17,519,814	53,790,637
1836	32,226,565	4,953,263	37,179,828	15,117,649	52,297,477
1837	31,546,275	3,792,422	35,338,697	14,020,012	49,358,709
1838	30,077,534	1,424,714	31,502,248	9,496,808	40,999,056
1839	30,995,936	2,185,231	33,181,167	12,064,942	45,246,109
1840	32,998,059	1,238,877	34,236,936	10,673,190	44,910,126
1841	32,865,618	1,521,865	34,387,483	10,256,350	44,643,833
1842	27,427,422	976,727	28,404,149	8,033,590	36,437,739
June 30—					
1843	26,653,924	736,500	27,390,424	8,170,015	35,560,439
1844	29,442,734	1,055,573	30,498,307	7,826,789	38,325,096
1845	25,841,311	1,316,154	27,157,465	7,354,397	34,511,862
1846	30,747,533	528,171	31,275,704	7,223,090	38,498,794
1847	41,788,303	263,330	42,051,633	9,222,969	51,274,602
1848	39,350,148	1,621,213	40,971,361	9,380,439	50,351,800
1849	36,957,118	654,549	37,611,667	10,050,697	47,662,364
1850	37,698,277	407,073	38,105,350	10,760,499	48,865,849
1851	53,968,013	445,950	54,413,963	12,528,460	66,942,423
1852	48,808,169	250,716	49,058,885	12,057,724	61,116,609
1853	67,768,724	523,934	68,292,658	13,630,686	81,923,344
1854	60,656,587	275,265	60,931,852	14,422,154	75,354,006
1855	55,056,094	311,868	55,367,962	12,900,821	68,268,783
1856	80,550,472	288,428	80,838,900	14,905,766	95,744,666
1857	91,433,306	319,228	91,752,534	22,964,149	114,716,683
1858	88,269,215	605,771	88,874,986	15,065,182	103,940,168
1859	100,717,014	399,335	101,116,349	16,678,001	117,794,350
1860	107,559,594	605,218	108,164,812	20,636,316	128,801,128
1861	6,823,357	88,564	6,911,921	9,501,020	16,412,941
1862	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)
1863	5,208,425	529,900	5,738,325	1,397,457	7,135,782
1864	3,993,882	284,588	4,278,470	1,451,009	5,729,479
1865	*c*3,131,495	*c*450,417	*c*3,581,912	1,463,965	5,045,877
1866	96,765,083	210,144	96,975,227	8,710,220	105,685,447
1867	82,297,968	586,081	82,884,049	11,142,249	94,026,298
1868	58,303,242	520,276	58,823,518	10,732,697	69,556,215
1869	75,070,775	313,855	75,384,630	11,064,200	86,448,830
1870	107,367,676	219,276	107,586,952	14,377,471	121,964,423

a The values given represent the imports and exports of merchandise only from 1856 to 1865, and from 1868 to 1887, inclusive; the values given for the remaining years include gold and silver coin and bullion and merchandise.

b No data for 1862 on account of the civil war.

c For the six months ending December 31, 1864, only.

No. 1.—*Statement showing the total values of imports into and exports from the customs district of New Orleans during each year from* 1804 *to* 1887, *inclusive*—Continued.

Year ending	Exports.			Imports.	Total commerce.
	Domestic.	Foreign.	Total.		
June 30—					
1871	$93,759,421	$262,158	$94,021,579	$18,421,796	$112,443,375
1872	89,470,542	486,043	89,956,585	18,433,285	108,389,870
1873	104,260,571	290,263	104,550,834	19,867,501	124,418,335
1874	92,984,936	290,905	93,275,841	14,424,248	107,700,089
1875	71,418,662	152,710	71,571,372	12,320,822	83,892,194
1876	83,823,693	333,974	84,157,667	11,216,572	95,374,239
1877	70,182,143	190,061	70,372,204	9,326,606	79,698,810
1878	85,368,466	221,567	85,590,033	10,921,412	96,511,445
1879	63,782,426	125,187	63,907,613	6,902,021	70,809,634
1880	90,238,503	203,516	90,442,019	10,611,353	101,053,372
1881	103,530,548	213,438	103,743,986	12,213,920	115,957,906
1882	70,680,176	278,555	70,958,731	12,133,291	83,092,022
1883	94,838,634	269,680	95,108,314	9,596,762	104,705,076
1884	81,630,030	238,199	81,868,229	10,784,561	92,652,790
1885	78,402,154	745,420	79,147,574	8,688,552	87,836,126
1886	81,523,779	1,036,417	82,560,196	8,115,171	90,675,367
1887	79,050,983	468,926	79,519,909	9,652,135	89,172,044

STATISTICS RELATING TO THE FOREIGN TRADE, THE TONNAGE MOVEMENT, AND THE MERCHANT MARINE OF THE CUSTOMS DISTRICT OF NEW ORLEANS, LA.

No. 2.—*Statement showing the total values of imports from and of domestic exports to the principal and all other foreign countries into and from the customs district of New Orleans, La., during each year ending June 30, from 1869 to 1887, inclusive.*

[NOTE.—The total values for the years 1869 to 1879, inclusive, represent gold and silver coin and bullion and merchandise; for the remaining years, merchandise only.]

IMPORTS.

Countries.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
Great Britain and Ireland	$4,295,499	$6,747,762	$10,431,855	$9,415,999	$9,428,606	$4,774,209	$3,443,787
France	1,115,725	2,060,813	1,437,371	1,749,580	1,855,026	1,266,623	1,199,276
Germany	268,131	373,518	258,964	474,520	492,077	338,785	285,650
Belgium	19,631	327,607	281,180	426,607	199,950	29,587	33,918
Netherlands	.....	.....	.....	.....	.....	150	.....
Spain	64,061	77,510	69,888	54,914	130,509	3,107	37,346
Italy	160,494	167,215	175,483	140,727	153,701	237,732	142,943
All other countries in Europe	8	.....	.....	.....	.....	607	318
Total Europe	5,923,549	9,754,425	12,654,741	12,262,347	12,259,869	6,650,800	5,143,238
Mexico	330,371	577,474	925,828	203,910	138,891	154,402	398,031
Central America	3,995	.....	.....	.....	58,292	60,465	56,084
Cuba	3,412,300	2,312,609	2,594,911	2,534,250	2,688,005	3,668,058	2,480,896
British West Indies	101,535	100,265	119,821	264,078	*a*97,350	9,383	6,503
All other West Indies	9,911	9,778	4,288	217,930	152	324	.....
Total West Indies	3,523,746	2,423,652	2,719,020	3,016,258	2,785,507	3,677,765	2,487,399
Brazil	1,604,435	2,234,655	3,059,891	3,058,241	4,684,633	3,989,826	4,271,668
All other countries in South America	.....	.....	.....	.....	.....	50	67
Total South America	1,604,435	2,234,655	3,059,891	3,058,241	4,684,633	3,989,876	4,271,735
Asia	.....	2,934	67,635	.....	.....	.....	.....
All other countries	28,797	614	123	1,432	6,152	556	.....
Total imports	11,414,893	14,993,754	19,427,238	18,542,188	19,933,344	14,533,864	12,356,487

Countries.	1876.	1877.	1878.	1879.	1880.	1881.
Great Britain and Ireland	$3,102,218	$1,957,655	$2,239,848	$1,645,679	$3,639,569	$4,770,969
France	852,287	863,923	880,170	798,965	682,071	772,381
Germany	146,544	142,051	175,543	96,193	130,416	197,654
Belgium	15	661	470	1,741	65,113	.....
Netherlands	517	1,159	31,453	1,034	25,631	.....
Spain	31,317	36,915	47,333	38,022	553	2,819
Italy	124,695	76,437	116,928	270,781	284,378	399,022
All other countries in Europe	.....	20	66	25	45,041	7,652
Total Europe	4,257,593	3,078,821	3,491,811	2,852,540	4,872,772	6,150,497
Mexico	867,551	1,165,586	1,197,080	1,052,519	996,113	1,046,099
Central America	122,941	124,189	81,328	108,373	323,129	359,428
Cuba	2,185,375	1,940,263	2,043,697	1,035,872	1,041,605	885,985
British West Indies	18,688	*b*10,258	*a*20,536	10,959	10,379	3,112
All other West Indies	.....	.....	.....	.....	327	410
Total West Indies	2,204,063	1,950,521	2,064,233	1,046,831	1,052,311	889,507
Brazil	4,048,595	3,192,303	4,416,766	2,160,319	3,366,154	3,768,389
All other countries in South America	101,481	17,011	1,980	.....	.....	.....
Total South America	4,150,076	3,209,314	4,418,746	2,160,319	3,366,154	3,768,389
Asia	.....	.....	.....	.....	.....	.....
All other countries	579	19	57	15	874	.....
Total imports	11,602,803	9,528,450	11,253,255	7,220,597	10,611,353	12,213,920

a Includes British Honduras.
b Includes British Honduras and British Guiana.

No. 2.—*Imports from and domestic exports to principal and all other foreign countries*—Cont'd.

IMPORTS—Continued.

Countries.	1882.	1883.	1884.	1885.	1886.	1887.
Great Britain and Ireland	$5,144,166	$3,953,018	$2,680,104	$1,272,789	$1,337,566	$2,397,860
France	546,427	1,095,717	1,129,221	798,919	719,773	428,851
Germany	165,576	102,110	137,474	203,743	133,889	212,397
Belgium	351,204	14,070	83,539	160,311	27,364	54,005
Netherlands	124,381	5,979	5,784	11,965	10,058	16,079
Spain	7,282	67,188	30,022	29,149	33,184	18,469
Italy	438,605	577,017	795,977	596,564	394,899	393,626
All other countries in Europe	11,783	14,958	51,982	56,341	27,118	27,534
Total Europe	6,789,424	5,830,057	4,914,103	3,129,781	2,683,851	3,548,821
Mexico	735,151	411,691	645,540	862,363	698,862	1,121,258
Central America	442,866	588,379	1,030,654	1,286,979	1,206,863	1,347,733
Cuba	1,609,085	499,242	1,528,616	491,945	552,174	688,702
British West Indies	78,372	71,619	41,376	31,700	39,493	25,027
All other West Indies	4,431	16,066	25,816	3,389	1,824	7,776
Total West Indies	1,691,888	586,927	1,595,808	527,034	593,491	721,505
Brazil	2,473,395	2,164,736	2,571,619	2,855,871	3,905,585	2,834,009
All other countries in South America	.....	.....	23,502	2,845	8,579	68,422
Total South America	2,473,395	2,164,736	2,595,121	2,858,716	2,914,164	2,902,431
Asia	.....	.....	525	18,427	17,928	9,880
All other countries	567	14,972	2,810	5,252	12	507
Total imports	12,133,291	9,596,762	10,784,561	8,688,552	8,115,171	9,652,135

DOMESTIC EXPORTS.

Countries.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
Great Britain and Ireland	$40,687,543	$56,940,124	$58,344,344	$54,757,359	$62,562,495	$47,483,859	$41,841,237
France	18,486,996	26,801,910	7,854,322	14,026,387	17,213,923	19,722,741	16,970,249
Germany	6,882,646	10,050,583	10,455,939	6,150,813	8,005,562	9,231,167	3,355,218
Belgium	120,216	188,293	2,126,236	1,739,368	1,837,725	875,063	.....
Netherlands	155,720	683,220	1,317,550	493,353	840,689	828,086	8,650
Russia	1,838,325	2,793,915	2,474,732	4,329,876	5,661,205	3,435,145	3,453,587
Spain	3,467,310	5,607,135	4,569,144	4,501,952	4,044,080	6,249,859	3,047,744
Italy	1,338,192	1,812,939	2,876,868	2,123,785	2,750,394	3,238,205	1,774,113
All other countries in Europe	.....	160,928	693,603	.....	466,461	189,868	.....
Total Europe	72,976,948	105,039,047	90,712,738	88,122,893	103,382,534	91,253,993	70,450,798
Mexico	452,564	1,065,242	1,409,861	120,280	51,727	366,348	217,119
Central America	.....	.....	.....	23,519	143,412	124,907	59,985
Cuba	1,339,460	1,269,458	1,499,663	934,003	679,293	1,399,625	680,953
British West Indies	162,835	175,249	245,385	218,158	*a* 53,544	96,514	100,417
All other West Indies	20,064	24,453	.....	.....	.....	.....	.....
Total West Indies	1,522,359	1,469,160	1,745,048	1,152,161	732,837	1,496,139	731,370
Brazil	67,684	41,059	46,393	31,564	19,455	.....	.....
All other countries in South America	.....	.....	.....	16,702	.....	17,200	2,000
Total South America	67,684	41,059	46,393	48,266	19,455	17,200	2,000
Asia	.....	.....	.....	.....	.....	.....	.....
All other countries	112,149	43,534	39,041	34,030	.....	712	.....
Total domestic exports	75,131,704	107,658,042	93,953,081	89,561,149	104,329,965	93,259,299	71,461,272
Total foreign exports	758,520	489,805	1,293,710	1,301,700	568,767	456,411	152,710
Total exports	75,890,224	108,147,847	95,246,791	90,802,849	104,898,732	93,715,710	71,613,982
Total imports and exports	87,305,117	123,141,601	114,674,029	109,345,037	124,832,076	108,249,574	83,970,469

a Includes British Honduras.

No. 2.—*Imports from and domestic exports to principal and all other foreign countries*—Cont'd.

DOMESTIC EXPORTS—Continued.

Countries.	1876.	1877.	1898.	1879.	1880.	1881.
Great Britain and Ireland	$46,523,339	$39,060,418	$46,603,975	$32,635,155	$50,058,824	$52,674,723
France	18,984,911	18,744,904	18,709,016	11,513,099	19,830,759	25,450,293
Germany	5,557,520	4,242,635	6,782,091	4,147,604	4,566,126	7,593,235
Belgium	739,783	204,975	1,140,059	664,863	1,690,010	2,014,574
Netherlands	1,022,265	654,359	1,172,452	808,758	1,166,905	2,276,756
Russia	3,571,424	1,652,184	4,098,944	9,034,488	5,215,574	5,427,589
Spain	2,632,172	2,245,309	2,140,095	1,724,751	2,255,199	1,848,930
Italy	3,095,207	1,773,723	2,496,430	1,543,946	3,114,291	2,773,257
All other countries in Europe	86,345	407,120	1,225,783	303,523	964,565	1,532,395
Total Europe	82,212,966	68,985,627	84,368,845	62,376,187	88,862,253	101,591,752
Mexico	958,998	497,472	555,446	866,885	955,088	1,135,634
Central America	99,234	92,125	137,571	117,715	138,731	219,083
Cuba	526,369	482,696	188,813	382,681	262,049	31,252
British West Indies	93,794	*a* 46,514	*b* 63,543	24,015	9,038	7,677
All other West Indies	.....	.....	.....	.....	.....	.....
Total West Indies	620,163	529,210	252,356	406,696	271,087	38,929
Brazil	.....	.....	6,637	.....	.....	.....
All other countries in South America	6,330	18,768	16,671	9,693	11,344	464
Total South America	6,330	18,768	23,308	9,693	11,344	464
Asia	.....	.....	.....	.....	.....	.....
All other countries	.....	63,341	30,940	17,250	.....	544,686
Total domestic exports	83,897,691	70,186,543	85,368,466	63,794,426	90,238,503	103,530,548
Total foreign exports	333,974	190,061	221,567	187,187	203,516	213,438
Total exports	84,231,665	70,376,604	85,590,033	63,981,613	90,442,019	103,743,986
Total imports and exports	95,834,468	79,905,054	96,843,288	71,202,210	101,053,372	115,957,906

Countries.	1882.	1883.	1884.	1885.	1886.	1887.
Great Britain and Ireland	$42,063,403	$48,557,851	$42,660,666	$40,325,464	$41,038,153	$40,794,771
France	13,909,480	19,296,236	19,056,386	16,858,583	17,567,906	17,769,226
Germany	4,685,227	7,441,080	7,835,942	8,852,368	11,428,952	10,627,792
Belgium	519,697	1,388,759	450,634	1,155,284	906,681	1,211,321
Netherlands	.....	480,297	49,158	179,750	75,385	107,756
Russia	4,379,014	8,631,969	3,789,710	2,624,033	2,926,118	2,449,767
Spain	1,334,751	3,847,937	3,625,625	2,683,022	2,652,695	2,072,679
Italy	1,611,712	2,639,814	1,979,336	3,243,730	2,861,125	2,410,307
All other countries in Europe	217,769	556,802	886,642	1,612,954	1,003,104	780,633
Total Europe	68,721,053	92,840,745	80,334,099	77,535,188	80,460,119	78,224,252
Mexico	1,134,454	963,290	726,197	339,421	562,572	215,873
Central America	257,234	396,379	395,686	396,084	439,583	509,684
Cuba	33,415	255,932	26,039	14,953	29,618	6,397
British West Indies	27,210	51,936	28,777	20,070	9,776	4,501
All other West Indies	.....	.....	.....	.....	.....	.....
Total West Indies	60,625	307,868	54,816	35,023	39,394	10,898
Brazil	.....	22,408	925	.....	.....	.....
All other countries in South America	36,354	18,806	51,379	96,438	22,111	90,276
Total South America	36,354	41,214	52,304	96,438	22,111	90,276
Asia	.....	.....	.....	.....	.....	.....
All other countries	470,456	289,138	66,928	.....	.....	.....
Total domestic exports	70,680,176	94,838,634	81,630,030	78,402,154	81,523,779	79,050,983
Total foreign exports	278,555	268,680	238,199	745,420	1,036,417	468,926
Total exports	70,958,731	95,107,314	81,868,229	79,147,574	82,560,196	79,519,909
Total imports and exports	83,092,022	104,704,076	92,652,790	87,836,126	90,675,367	89,172,044

a Includes British Honduras and British Guiana.
b Includes British Honduras.

VALUES OF THE IMPORTS AND EXPORTS OF MERCHANDISE.

No. 3.—*Statement showing the values of the principal and all other articles of merchandise imported into, and of domestic merchandise exported from, the customs district of New Orleans, La., during each of the years ending June* 30, 1856, 1860, 1870, 1875, 1880, 1885, *and* 1887.

IMPORTS.

Commodities.	1856.	1860.	1870.	1875.	1880.	1885.	1887.
China and earthenware	$392,756	$654,433	$477,822	$192,264	$175,088	$108,619	$115,862
Coffee	5,540,522	5,195,233	2,283,647	4,412,958	4,010,166	3,430,477	3,548,385
Cotton, manufactures of	877,760	2,901,883	1,416,129	715,416	386,731	198,011	149,501
Flax, hemp, and jute, manufactures of	431,808	811,936	361,446	251,856	271,105	203,181	149,023
Fruits and nuts	192,963	465,220	228,407	270,850	301,171	1,213,922	1,457,574
Glassware	70,402	160,534	77,483	33,696	55,516	94,189	58,769
Iron and steel:							
Tinplates, terneplates, etc.	386,513	454,576	442,935	360,581	363,605	84,701	183,973
Railroad bars or rails	1,524,638	743,989	2,099,567	15,388	510,428	242	890,800
All other	614,160	1,063,556	1,454,752	815,752	1,219,623	266,543	588,767
Leather, and manufactures of	134,741	224,146	183,104	80,268	22,513	17,765	5,840
Malt liquors	108,873	215,201	(*)	203,064	91,173	81,153	74,818
Salt	534,447	386,255	167,833	138,807	107,247	55,823	60,022
Silk, manufactures of	237,317	456,468	129,306	68,204	36,271	22,118	12,824
Sugar and molasses	570,563	915,600	2,050,110	2,418,682	817,056	325,300	504,575
Tobacco and manufactures of	525,778	1,104,042	203,728	235,153	258,321	146,612	118,589
Wines and spirits	914,901	1,835,006	983,950	687,303	460,236	371,751	217,639
Wool, manufactures of	228,529	637,202	290,846	207,694	127,419	52,362	50,012
All other articles	1,619,095	2,411,036	1,526,406	1,212,886	1,397,684	2,015,783	1,465,162
Total imports	14,905,766	20,636,316	14,377,471	12,320,822	10,611,353	8,688,552	9,652,135

* Not stated.

DOMESTIC EXPORTS.

Corn	$1,931,226	$180,778	$141,861	$199,883	$4,120,511	$3,439,414	$3,554,677
Wheat	2,081,353	3,222	444,180	179,857	4,697,726	1,466,845	3,930,711
Wheat flour	1,907,372	515,852	1,611,270	462,568	305,260	126,044	242,502
All other breadstuffs	71,764	14,912	31,427	23,839	148,061	215,191	25,810
Cotton, raw	65,493,694	96,166,118	100,686,902	67,054,109	75,553,195	67,750,787	66,397,028
Cotton, manufactures of	174,357	220,966	12,577	14,045	39,606	59,518	30,244
Cotton-seed oil	(*)	(*)	(*)	204,289	2,487,103	1,866,355	585,391
Oil-cake	21,042	48,620	212,894	577,306	1,687,058	1,717,312	1,557,012
Bacon and hams	331,510	93,323	57,341	39,369	16,567	16,284	131,824
Lard	1,914,221	1,228,793	227,196	176,004	38,473	17,423	145,811
Provisions, all other	500,511	179,836	48,745	50,716	30,239	71,921	115,576
Tallow	135,870	188,696	239,699	73,081	70,893	89,674	60,527
Tobacco, and manufactures of	5,445,726	7,446,465	3,052,421	1,099,292	62,461	370,654	943,105
Wood, and manufactures of	296,618	530,821	366,938	715,675	702,667	673,964	863,891
All other articles	245,208	741,192	241,955	548,629	278,583	520,768	466,874
Total domestic exports	80,550,472	107,559,594	107,367,676	71,418,662	90,238,503	78,402,154	79,050,983

* Not stated.

MERCHANT MARINE.

No. 4.—*Statement of the registered, enrolled, and licensed tonnage belonging in the district of New Orleans, La., showing the tonnage employed in the coasting trade and in steam navigation, respectively, for each year from* 1804 *to* 1869, *inclusive:*

Year ending.	Registered.		Enrolled and licensed.	Licensed under 20 tons.	Aggregate.	Registered steam tonnage.	Tonnage employed in	
	Permanent.	Temporary.					Steam navigation.	Coasting trade.
December 31—	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1804	4,267	1,199	301	.....	5,767	.....	.....	301
1805	6,696	1,665	353	217	8,931	.....	.....	353
1806	7,484	2,251	462	297	10,494	.....	.....	462
1807	9,731	3,048	542	290	13,611	.....	.....	542
1808	8,740	4,889	703	244	14,576	.....	.....	703
1809	8,228	1,578	2,058	558	12,422	.....	.....	2,058
1810	9,001	2,385	1,327	529	13,242	.....	.....	1,327
1811	8,129	3,585	1,025	482	13,221	.....	.....	1,025
1812	8,091	4,091	2,867	852	15,901	.....	.....	2,867
1813	3,314	2,395	2,510	740	8,959	.....	.....	2,510
1814	4,219	2,733	2,079	888	9,919	.....	.....	2,079
1815	5,331	8,435	2,578	860	17,204	.....	.....	2,578
1816	5,701	2,647	3,964	988	13,300	.....	.....	3,964
1817	6,790	4,199	8,074	1,305	20,368	.....	.....	8,074
1818	11,112	9,241	12,986	1,780	35,119	.....	.....	12,986
1819	10,604	9,442	20,049	2,318	42,413	.....	.....	20,049
1820	8,975	5,351	21,948	2,542	38,816	.....	.....	21,948
1821	8,053	8,191	25,061	7,828	49,133	.....	.....	25,061
1822	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	.....	.....	(*a*)
1823	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	.....	.....	(*a*)
1824	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	.....	.....	(*a*)
1825	11,771	.....	17,970	.....	29,741	.....	.....	17,970
1826	15,357	.....	23,809	.....	39,166	.....	.....	23,809
1827	13,562	.....	28,580	.....	42,142	.....	.....	28,580
1828	8,885	10,512	27,598	4,110	51,105	.....	20,361	27,598
1829	5,627	13,110	25,018	996	44,751	.....	22,979	25,018
1830	5,457	7,777	30,680	1,114	45,028	.....	30,124	30,680
1831	7,842	8,567	37,849	1,150	55,408	.....	36,676	37,849
1832	12,683	9,206	37,996	1,287	61,172	.....	38,617	37,996
1833	13,111	5,240	41,008	1,545	60,904	.....	40,678	41,008
1834	14,399	10,842	46,437	3,063	74,741	.....	46,292	46,437
September 30—								
1836	15,157	11,588	52,661	2,305	81,711	.....	50,422	52,661
1837	19,238	12,146	57,478	3,514	92,376	.....	54,521	57,478
1838	16,353	23,240	60,881	3,952	104,426	726	57,529	60,881
1839	16,464	21,451	66,884	4,277	109,076	2,315	61,214	66,884
1840	18,314	30,762	72,974	4,563	126,613	758	54,757	72,974
1841	19,667	35,126	85,558	4,763	145,114	.....	27,467	85,558
1842	22,171	26,429	91,040	3,984	143,624	4,316	80,993	91,040
June 30—								
1843	22,102	27,856	95,419	4,033	149,410	4,453	85,501	95,419
1844	25,192	30,429	101,302	4,120	161,043	5,411	91,322	101,302
1845	24,641	33,377	107,633	4,120	169,771	5,541	97,101	107,633
1846	23,431	32,081	120,565	4,428	180,505	4,214	109,399	120,565
1847	36,553	44,069	127,361	4,715	212,698	5,631	114,498	127,361
1848	44,687	37,718	138,411	4,834	225,650	7,838	124,274	138,411
1849	43,200	38,699	153,169	5,139	240,207	8,055	138,319	153,169
1850	43,969	39,700	159,677	5,363	248,709	6,890	144,186	159,677
1851	43,470	37,689	165,276	5,465	251,900	6,906	149,748	165,275
1852	45,092	36,409	178,766	5,746	266,013	7,646	162,637	178,766
1853	44,904	39,196	63,050	6,035	153,185	7,749	46,105	63,050
1854	56,157	47,839	75,188	4,634	183,818	7,516	57,174	75,188
1855	58,176	56,222	79,913	6,525	200,836	6,624	62,532	79,913
1856	45,491	53,850	61,836	2,131	163,308	3,596	51,751	61,836
1857	47,220	65,923	57,679	2,345	173,167	524	51,593	57,679
1858	49,903	80,537	77,355	2,616	210,411	.....	70,072	77,355
1859	55,495	72,940	83,980	3,002	215,417	.....	75,790	83,980
1860	53,689	78,510	92,825	3,219	228,243	.....	84,300	92,825
1861	55,281	76,347	97,909	3,337	232,874	.....	89,270	97,909
1862	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	.....	(*b*)	(*b*)
1863	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	.....	(*b*)	(*b*)
1864	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	.....	(*b*)	(*b*)
1865	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	.....	(*b*)	(*b*)
1866	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)	.....	(*b*)	(*b*)
1867	4,489	37,947	69,831	.....	112,267	.....	101,000	69,831
1868	5,975	37,394	25,475	2,541	71,385	.....	.....	.....
1869	7,567	28,160	23,685	39	59,451	.....	.....	.....

a Not stated.
b No data on account of civil war.

TONNAGE MOVEMENT.

No. 5.—*Statement showing the tonnage of American and foreign vessels entered and cleared in the foreign trade in the customs districts of New Orleans, La., during each year from* 1821 *to* 1887, *inclusive.*

Year ending—	Entered.			Cleared.		
	American.	Foreign.	Total.	American.	Foreign.	Total.
September 30—	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1821	61,037	20,255	81,292	53,312	21,323	74,635
1822	4,193	.....	4,193	2,090	35	2,125
1823	42,806	26,889	69,695	58,258	26,445	84,703
1824	63,305	24,262	87,567	54,139	21,996	76,135
1825	49,016	23,962	72,978	51,602	25,776	77,378
1826	48,698	23,622	72,320	68,144	22,943	91,087
1827	66,657	30,937	97,594	89,793	30,240	120,033
1828	76,821	39,791	116,612	85,341	38,731	124,072
1829	67,680	32,535	100,215	87,657	33,172	120,829
1830	83,270	35,393	118,663	106,017	36,317	142,334
1831	76,231	55,541	131,772	96,753	53,558	150,311
1832	68,637	56,942	125,579	88,236	59,620	147,856
1833	71,476	62,346	133,822	86,021	60,580	146,601
1834	69,131	67,199	136,330	112,230	71,599	183,829
1835	97,680	58,690	156,370	137,391	58,778	196,169
1836	95,833	50,294	146,127	147,838	48,110	195,948
1837	91,790	44,645	136,435	175,563	45,523	221,086
1838	139,722	43,184	182,906	217,126	42,147	259,273
1839	126,547	56,618	183,165	177,257	54,772	232,029
1840	182,292	73,185	255,477	277,021	73,350	350,371
1841	193,003	71,634	264,637	244,988	72,577	317,565
1842	179,777	75,698	255,475	244,110	73,668	317,778
June 30—						
1843	261,802	90,450	352,252	292,473	80,697	373,170
1844	211,656	99,705	311,361	237,179	101,056	338,235
1845	237,268	126,719	363,987	243,543	129,561	373,104
1846	203,898	111,874	315,772	238,448	110,023	348,471
1847	232,447	170,059	402,536	274,112	166,766	440,878
1848	200,428	165,678	366,106	287,887	148,612	436,499
1849	229,245	196,204	425,449	293,456	194,234	487,690
1850	175,065	174,884	349,949	211,800	158,137	369,937
1851	194,776	134,156	328,932	292,954	128,612	421,566
1852	253,009	170,349	423,358	370,741	173,741	544,482
1853	320,724	191,154	511,878	440,736	190,084	630,820
1854	335,970	156,464	492,434	448,499	155,256	603,755
1855	321,757	123,545	445,302	480,502	123,900	604,402
1856	472,701	190,366	663,067	586,747	186,415	773,162
1857	472,970	139,316	612,286	579,778	148,782	728,560
1858	428,516	155,260	583,776	583,310	150,083	733,393
1859	492,523	166,560	659,083	641,810	166,438	808,248
1860	458,310	174,088	632,398	713,588	180,765	894,353
1861	58,724	10,269	68,993	67,711	9,224	76,935
1862	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
1863	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
1864	31,029	19,559	50,588	55,039	21,644	76,683
1865	23,508	27,462	50,970	38,756	34,139	72,895
1866	74,116	154,223	228,339	173,926	141,812	315,738
1867	108,678	145,051	253,729	204,918	163,295	368,213
1868	161,615	164,601	326,216	225,809	174,324	400,133
1869	156,933	224,950	381,883	188,821	222,609	411,430
1870	178,089	280,358	458,447	275,935	285,523	561,458
1871	239,642	317,155	556,797	301,203	321,623	622,826
1872	197,807	304,158	501,965	234,755	302,960	537,715
1873	141,669	381,122	522,791	183,476	383,465	566,941
1874	188,540	442,405	630,945	202,420	456,093	658,513
1875	114,680	339,326	454,006	179,487	344,097	523,584
1876	171,318	428,264	599,582	183,160	452,213	635,373
1877	172,653	430,530	603,183	176,547	431,006	607,553
1878	125,291	592,872	718,163	140,243	609,265	749,508
1879	111,968	540,821	652,789	111,531	554,506	666,037
1880	112,322	648,588	760,910	126,681	732,084	858,765
1881	114,806	849,029	963,835	128,664	904,535	1,033,199
1882	97,493	522,579	620,072	102,838	558,660	661,498
1883	85,705	649,086	734,791	72,239	693,695	765,934
1884	81,670	602,561	684,231	60,310	623,550	683,860
1885	76,705	580,226	656,931	67,755	607,011	674,766
1886	56,977	646,643	703,620	60,229	615,642	675,871
1887	64,747	655,707	720,454	60,279	595,895	656,174

a No data on account of civil war.

No. 6.—*Statement showing the tonnage of American and foreign vessels entered and cleared in the customs district of New Orleans, La., from and for the principal and all other foreign countries during each year ending June* 30, 1871 *to* 1887, *inclusive.*

ENTERED.

Countries.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Great Britain and Ireland	289,776	255,397	226,453	264,705	163,809	249,430	228,885	294,992	241,794
France	26,380	25,411	37,471	66,371	34,325	57,141	79,008	66,589	91,109
Germany	33,270	52,586	52,817	58,292	37,445	35,928	48,574	37,481	58,468
Belgium	10,606	12,520	15,204	14,817	12,121	16,917	10,948	13,487	12,443
Netherlands	1,195	1,839	1,381	7,028	3,198	4,668	1,792	1,895	8,709
Spain	6,415	4,614	3,305	1,144	9,082	4,782	12,082	11,015	6,738
Italy	6,497	4,552	8,900	13,460	6,253	7,825	8,658	17,987	24,580
All other countries in Europe	.....	.....	.....	3,711	2,079	8,304	12,552	24,015	25,432
Total Europe	374,139	356,919	345,531	429,528	268,312	384,995	402,499	467,461	469,273
Mexico	10,032	7,690	18,985	15,290	30,385	26,106	51,183	48,175	44,861
Central America	14,095	12,180	12,589	7,360	8,564	10,000	10,282	7,193	8,629
Cuba	118,198	96,864	106,730	105,922	100,300	108,144	87,209	102,669	51,533
British West Indies	10,690	5,993	8,919	11,716	2,887	7,345	9,706	16,739	6,123
All other West Indies	6,024	6,908	2,626	4,524	4,961	15,093	4,070	22,578	16,903
Total West Indies	134,912	109,765	118,275	122,162	108,148	130,582	100,985	141,986	74,559
Brazil	18,625	12,737	20,050	33,325	22,502	26,426	20,181	34,217	30,133
All other countries in South America	2,089	2,674	6,248	17,524	6,915	14,634	16,547	15,005	17,235
Total South America	20,714	15,411	26,298	50,849	29,417	41,060	36,728	49,222	47,368
All other countries not specified	2,905	.....	1,113	5,756	9,180	6,839	1,506	4,126	8,099
Total entered	556,797	501,965	522,791	630,945	454,006	599,582	603,183	718,163	652,789

No. 6.—*Statement showing the tonnage of American and foreign vessels entered and cleared in the customs district of New Orleans, La., from and for the principal and all other foreign countries during each year ending June* 30, 1871, *to* 1887, *inclusive*—Continued.

ENTERED.

Countries.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Great Britain and Ireland	301,168	382,159	212,497	242,758	182,851	17[illegible],059	247,933	317,243
France	73,376	95,521	38,338	51,800	56,623	41,048	39,197	47,135
Germany	21,754	37,139	19,344	8,286	7,012	14,562	21,153	16,269
Belgium	10,015	15,376	21,149	5,094	.....	3,623	8,586	10,765
Netherlands	3,962	8,449	1,092	601	.....	.....	1,727	1,615
Spain	8,768	5,327	4,764	11,810	18,907	10,146	9,419	11,120
Italy	27,391	47,209	25,790	28,523	38,381	30,539	32,738	25,022
All other countries in Europe	30,837	27,698	2,530	33,824	40,798	21,680	40,908	32,323
Total Europe	477,271	618,878	325,504	382,696	344,572	299,657	401,661	461,492
Mexico	31,010	61,254	80,524	57,968	38,870	49,234	36,973	7,221
Central America	21,148	29,034	30,660	31,533	51,897	63,852	59,169	78,768
Cuba	117,760	133,777	121,408	152,999	117,218	89,518	82,396	45,840
British West Indies	10,113	11,931	9,154	19,011	23,512	19,446	25,324	30,422
All other West Indies	37,058	26,307	22,282	31,797	33,667	22,888	15,318	13,450
Total West Indies	164,931	172,015	152,844	2[illegible]3,807	174,397	131,852	123,038	89,712
Brazil	41,491	43,273	22,965	31,992	28,167	45,265	39,810	32,581
All other countries in South America	10,401	19,916	6,328	21,345	34,818	58,133	30,841	35,770
Total South America	51,892	63,189	29,293	53,337	62,985	103,398	70,651	68,351
All other countries not specified	14,658	19,465	1,247	5,450	11,510	8,938	12,128	14,860
Total entered	760,910	963,835	620,072	734,791	684,231	656,931	703,620	720,404

No. 6.—*Statement showing the tonnage of American and foreign vessels entered and cleared in the customs district of New Orleans, La., from and for the principal and all other foreign countries during each year ending June* 30, 1871, *to* 1887, *inclusive*—Continued.

CLEARED.

Countries.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Great Britain and Ireland	309,656	247,090	294,322	295,489	258,212	333,845	325,169	410,382	319,254
France	46,168	61,473	69,722	100,552	88,281	116,018	127,667	136,220	124,095
Germany	72,309	54,744	59,199	76,903	35,219	47,806	39,423	63,286	49,916
Belgium	11,495	7,211	7,610	4,331	.....	4,285	2,784	12,958	11,627
Netherlands	8,034	3,040	3,187	7,454	391	6,366	4,013	14,890	14,960
Russia	13,151	16,196	21,942	25,212	14,674	20,011	9,160	22,619	51,985
Spain	31,371	33,790	31,866	43,210	35,504	25,846	25,427	26,559	26,515
Italy	17,978	11,199	14,036	17,290	9,136	15,378	11,375	15,519	13,089
All other countries in Europe	4,356	.....	1,775	3,692	.....	1,209	5,804	9,278	4,092
Total Europe	514,518	434,743	503,659	574,133	441,417	570,764	550,822	711,711	615,533
Mexico	12,589	4,221	2,042	1,841	8,971	4,324	16,005	19,610	21,198
Central America	11,785	11,174	9,467	6,931	8,487	6,883	9,283	6,955	8,967
Cuba	80,062	82,693	49,421	69,578	63,283	48,466	27,658	6,512	17,700
British West Indies	705	2,287	1,124	1,331	886	2,260	2,326	2,783	1,921
All other West Indies	2,467	93	.....	.....	90	.....	.....	.....	.....
Total West Indies	83,234	85,073	50,545	70,909	64,259	50,726	29,984	9,295	19,621
Brazil	654	735	227	314	.....	.....	.....	295	.....
All other countries in South America	46	1,001	1,001	596	450	155	612	367	109
Total South America	700	1,736	1,228	910	450	155	612	662	109
All other countries not specified	.....	768	.....	3,789	.....	2,521	847	1,275	609
Total cleared	622,826	537,715	566,941	658,513	523,584	635,373	607,553	749,508	666,037

No. 6.—*Statement showing the tonnage of American and foreign vessels entered and cleared in the customs district of New Orleans, La., from and for the principal and all other foreign countries during each year ending June* 30, 1871, *to* 1887, *inclusive*—Continued.

CLEARED.

Countries.	1880.	1881.	1382.	1883.	1884.	1885.	1886.	1887.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Great Britain and Ireland	389,471	424,608	331,978	332,908	293,776	273,610	309,662	310,776
France	198,353	259,868	105,103	160,555	139,364	128,818	119,700	92,893
Germany	42,940	71,548	43,475	50,012	57,540	59,180	61,923	59,262
Belgium	39,849	53,360	9,522	22,719	12,634	16,314	9,255	31,166
Netherlands	23,543	32,620	.....	6,552	1,218	5,295	2,187	506
Russia	26,894	30,434	27,006	43,373	20,098	13,525	16,141	14,740
Spain	38,966	27,576	27,256	41,438	53,416	32,147	29,966	28,763
Italy	36,376	20,084	12,195	21,995	13,729	18,690	15,345	9,114
All other countries in Europe	8,459	29,320	5,515	7,907	13,637	30,905	20,420	13,475
Total Europe	804,851	949,418	562,050	687,459	605,412	578,484	584,599	560,695
Mexico	19,047	32,745	39,791	19,332	16,663	23,344	20,635	5,602
Central America	20,648	22.076	26,070	30,444	41,875	54,738	58,412	72,701
Cuba	11,063	11,672	10,821	8,790	9,147	6,052	6,288	1,323
British West Indies	2,278	2,081	8,211	12,375	5,629	4,886	4,115	1,200
All other West Indies	.....	.....	.....	31	.....	.....	.....	.....
Total West Indies	13,341	13,753	19,032	21,196	14,776	10,938	10,403	2,523
Brazil	.....	.....	.....	895	509	.....	.....	.....
All other countries in South America	878	2,039	3,925	2,011	3,209	7,262	1,822	14,653
Total South America	878	2,039	3,925	2,906	3,718	7,262	1,822	14,653
All other countries not specified	.....	13,168	10,630	4,597	1,416	.....	.....	.....
Total cleared	858,765	1,033,199	661,498	765,934	683,860	674,766	675,871	656,174

No. 7.—*Statement showing the amount of registered, licensed, and enrolled tonnage, sail and steam, belonging in the district of New Orleans during each year from* 1870 *to* 1887, *inclusive.*

Year ending June 30—	Registered.		Enrolled.		Licensed under 20 tons.		Total tonnage.	
	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.
1870	24,729	9,517	7,257	57,239	2,459	114	34,445	66,870
1871	22,537	7,494	9,516	55,533	2,149	82	34,202	63,109
1872	28,318	6,222	5,733	64,261	2,104	162	36,155	70,645
1873	28,987	7,497	5,853	52,557	2,089	139	36,929	60,193
1874	27,565	6,653	5,183	50,291	1,995	81	34,743	57,025
1875	30,611	5,916	5,440	45,468	1,902	106	37,953	51,490
1876	30,796	7,212	4,970	37,607	1,840	118	37,606	44,937
1877	35,510	2,948	4,819	38,367	1,947	151	42,276	41,466
1878	27,749	3,078	6,068	49,300	2,062	216	35,879	52,594
1879	23,979	4,107	5,397	49,621	2,080	205	31,456	53,933
1880	23,727	5,724	3,911	51,360	2,989	250	30,627	57,334
1881	22,802	9,882	2,724	48,478	2,339	291	27,865	58,651
1882	16,839	6,212	3,319	48,996	2,572	310	22,730	55,518
1883	13,673	7,278	2,637	44,544	2,163	361	18,473	52,183
1884	9,781	6,037	4,394	45,900	2,331	585	16,506	52,522
1885	9,338	10,028	2,157	42,337	2,367	524	13,862	52,889
1886	6,248	9,700	2,939	41,840	2,227	422	11,414	51,962
1887	5,115	11,742	3,865	36,574	2,253	501	11,233	48,817

PART IV.

COMMERCE OF THE OHIO RIVER AND OF THE BRIDGES WHICH CROSS IT, FROM PITTSBURGH TO CAIRO.

By HENRY A. DUDLEY, *Louisville, Ky.*

INTRODUCTION.

The Ohio River, from its source at Pittsburgh to its mouth at Cairo, has a length of 967 miles, passing along the borders of six States and watering the shores of seventy-one counties, namely: Two in Pennsylvania, twelve in Virginia, thirteen in Ohio, twenty-five in Kentucky, fourteen in Indiana, and five in Illinois. Of its main tributaries the Muskingum furnishes an outlet for the commerce of a large portion of Central Ohio; the Kanawha opens to trade the broad forests, rich coal-measures and salt wells of West Virginia; the Big Sandy penetrates to the almost untouched and inexhaustible stores of coal and iron in Eastern Kentucky and Old Virginia; the Kentucky leads up to the very heart of the famed Blue Grass region, whence fine stock, tobacco, and whisky are sent to every market on this continent; the Green and Barren Rivers bear the products of Western Kentucky out upon the broader bosom of the Ohio; the Cumberland affords water carriage to six counties in Tennessee and three in Kentucky; the Tennessee traverses three States, and furnishes outlets to two counties in Alabama, five in Tennessee, and six in Kentucky. The Wabash reaches five counties in Illinois and six in Indiana. The confluent streams of the Allegheny and the Monongahela touch thirteen counties of Pennsylvania and one each in Virginia and New York.

The broad and fertile domain, teeming with industrious inhabitants and prosperous enterprises, known as the Ohio Valley, contains 214,000 square miles, and its navigable water-ways afford an aggregate of more than 4,000 miles open to steam-boat traffic. As has been fitly said: "Beginning with the coal, iron, oil, lumber, and salt of Western Pennsylvania, we have the iron, stone, oil, coal, grain, wine, and fruit of Southern and Eastern Ohio, the coal, iron, oil, timber, salt, and agricultural products of West Virginia, next to the flour, hay, corn, wheat, and produce of Indiana and Illinois, with the tobacco, whisky, hemp, grain, coal, and cotton of Kentucky, and Tennessee. It is all suggestive of 'A land flowing with milk and honey.' There is everything in this valley which could make another England, with the lumber of Norway, the wines and fruits of France, Germany, and Italy, and the cotton of India; in short, the productions elsewhere of empires and continents."*

The census of 1880 gives the population of this great valley as 2,440,339, and of the Ohio River drainage basin as 9,567,989. To all commercial intents the inhabitants of basins drained by the Ohio River's tributaries are properly included, which makes the grand total 16,663,261 for that census year, or almost equal to the entire population of five principal States of the Union. It is small wonder that, in 1880, the center of population of the whole United States was ascertained to be in the heart of this valley, and only 1 mile south of the south bank of the Ohio River.

General Humphreys, in his report on "The Physics and Hydraulics of the Mississippi," has much to say concerning the Ohio, and among other things states that this wide basin of 24,000 square miles receives an annual downfall of 20,700,000,000,000 cubic feet of rain, of which tremendous deluge 5,000,000,000,000 cubic feet is dis-

*Col. Thomas P. Roberts's report to engineer in charge of Ohio River improvements, 1868.

charged by the river at Cairo, the ratio of discharge to the rainfall being 0.24, which is greater than that of any other western river. From Pittsburgh to Cairo the fall of the river has been accurately ascertained to be 426,640 feet, the greatest fall being opposite Louisville, where it amounts to 21,866 feet in 2 miles.

These prefatory remarks will be sufficient to introduce the proper subject-matter of the present report upon Ohio River commerce.

A showing of the craft by classes and tonnage and port of registry, which carry the commerce of the Ohio River at present, should precede everything else relating to this branch of the subject. Singularly enough, full statistical records of these vessels can not be procured from surveyors of ports along the Ohio for a regular term of years, either because the points have not been regarded of special importance or by reason of the fact that ports have been opened to run a brief season only to be closed and their records transferred to other ports of more consequence. Thus an uninterrupted series of port statistics for the Ohio River, at least, has been rendered out of the question. A better system now obtains, and for the year 1886 the following official port lists are presented:

Port lists of steam-vessels on the Ohio River between Pittsburgh and Cairo, 1886–'87.

Name.	Description.	Tonnage.	From—	To—
At Pittsburgh, Pa.				
Acorn	Tow	141.28	Pittsburgh	Western rivers.
Annie Roberts	do	342.86	do	Do.
Advance	do	120.72	do	Do.
Alarm	do	189.09	do	Do.
Alex. Swift	do	329.73	do	Do.
Alice Brown	do	551.36	do	Do.
Belle McGowan	do	150.02	do	Do.
Ben. Wood	do	143.69	do	Do.
Boaz	do	623.30	do	Do.
B. D. Wood	do	171.04	do	Do.
Beaver	do	314.14	do	Do.
Coal Valley	do	352.44	do	Do.
Coal City	do	361.94	do	Do.
Charlie Brown	do	544.12	do	Do.
Charlie Clark	do	147.69	do	Do.
Dick Fulton	do	357.53	do	Do.
Daniel Kaine	do	382.36	do	Do.
Diamond	do	291.36	do	Do.
Dave Wood	do	143.57	do	Do.
Enterprise	do	226.32	do	Do.
Eagle	do	185.01	do	Do.
Ella	do	159.81	do	Do.
Ed. Roberts	do	253.89	do	Do.
Fred. Wilson	do	408.98	do	Do.
Frank Gilmore	do	160.02	do	Do.
George W. Stone	do	106.50	do	Do.
George Roberts	do	135.45	do	Do.
George Shiras	do	140.27	do	Do.
Hornet No. 2	do	289.05	do	Do.
Harry Brown	do	772.15	do	Do.
Iron Age[1]	do	385.91	do	Do.
Ironsides[1]	do	282.80	do	Do.
Iron Duke[1]	do	421.25	do	Do.
I. N. Bunton No. 2	do	142.56	do	Do.
J. C. Risher	do	148.83	do	Do.
John A. Wood	do	687.52	do	Do.
James Gilmore	do	214.80	do	Do.
Joseph B. Williams	do	801.91	do	Do.
J. S. Mercer	do	164.80	do	Do.
Jos. W. Gould	do	134.90	do	Do.
Jos. A. Stone	do	239.96	do	Do.
J. A. Blackmore	do	109.96	do	Do.
Joseph Walton	do	300.27	do	Do.
Josh Cook	do	384.59	do	Do.
Jim Brown	do	153.40	do	Do.
John Penny	do	255.92	do	Do.
John F. Walton	do	485.04	do	Do.
Jim Wood	do	398.41	do	Do.
Jos. Nixon	do	307.71	do	Do.
John Moren	do	220.51	do	Do.
J. S. Neel	do	150.10	do	Do.
Lud Keifer	do	161.68	do	Do.

[1] The tow-boats here enumerated average three trips annually, at seasons of high water, conveying coal-flats and barges between Pittsburgh and New Orleans, and returning with empty barges. Empty coal-flats are sold on the lower Mississippi and broken up. It is impracticable to ascertain the tonnage of the tows drawn by each boat, as no record of same is kept, and the loads vary considerably with the stages of water. The tow-boats never carry any freight or passengers, save fuel, provisions, and crews.

Port lists of steam-vessels on the Ohio River between Pittsburgh and Cairo, 1886–'87—Cont'd.

Name.	Description.	Tonnage.	From.	To—
At Pittsburgh, Pa.—Continued.				
Little Fred	Tow	126.88	Pittsburgh	Western rivers.
Lioness No. 2	do	404.67	do	Do.
Mark Winnett	do	144.45	do	Do.
Maggie	do	134.09	do	Do.
Nellie Walton	do	148.54	do	Do.
Nellie Speer	do	224.10	do	Do.
Nellie Hudson	do	166.01	do	Do.
Onward	do	314.89	do	Do.
Percy Kelsey	do	244.67	do	Do.
Pacific	do	212.91	do	Do.
Raymond Horner	do	688.58	do	Do.
Rescue	do	135.40	do	Do.
Robt. Jenkins	do	174.82	do	Do.
Resolute[1]	do	207.78	do	Do.
Samuel Miller	do	242.20	do	Do.
Smoky City	do	549.36	do	Do.
S. L. Wood	do	514.85	do	Do.
Sam Brown	do	474.10	do	Do.
Sam Roberts	do	80.06	do	Do.
Samuel Clarke	do	435.82	do	Do.
Tom Dodsworth	do	500.35	do	Do.
Tom Lysle	do	121.68	do	Do.
Tom Rees No. 2	do	327.02	do	Do.
Tide	do	116.22	do	Do.
Veteran No. 2	do	124.20	do	Do.
Venture	do	144.06	do	Do.
W. W. O'Neil	do	778.96	do	Do.
Wm. G. Horner	do	122.44	do	Do.
Wm. Stowe	do	173.61	do	Do.
Wm. Bonner	do	172.11	do	Do.
Katie Stockdale	Passenger	480.00	do	Cincinnati.
Scotia	do	601.00	do	Do.
C. W. Chancellor	do	200.00	do	Mouth of Little Kanawha.
At Wheeling, W. Va.				
Abner O'Neil	Passenger	197.74	Wheeling	Steubenville, Ohio.
Annie L	Tow.	114.69	Point Pleasant, W. Va.	Upper Kanawha River
Acorn	Ferry	24.54	Wheeling	Middleport, Ohio.
Bessie Siler	Passenger	49.38	Zanesville, O	Marietta, Ohio.
Belle Martin	Tow	22.99	Malden, W. Va	Point Pleasant, W. Va.
Boone	Passenger	235.03	Cincinnati	Charleston, W. Va.
Benton McMillin	do	239.01	Ironton, Ohio	Pittsburgh.
Buckeye Boy	Tow	107.06	Point Pleasant, W. Va.	Western rivers.
Belle Prince	do	109.12	Wheeling	Do.
Barnard	do	168.15	Pittsburgh	Cincinnati.
Burnside	Passenger	100.45	Marietta, Ohio	Beverly, Ohio.
Clara	do	60.75	New Cumberland, W. Va.	Steubenville, Ohio.
C. W. Batchelor	do	392.85	Pittsburgh	Wheeling.
C. A. Hill	do	69.62	Gallipolis, Ohio	Huntington, W. Va.
Courier	do	296.49	Wheeling	Parkersburgh.
Climax	do	107.25	Martin's Ferry, Ohio	
Clifton	Tow	185.67	New Cumberland W. Va.	Parkersburgh.
Claribel	Passenger	56.66	Gallipolis, Ohio	Huntington, W. Va.
City of Charleston	Ferry	81.32	Charleston, W. Va	
Champion	do	48.08	Gallipolis, Ohio	
C. C. Martin	Passenger	67.78	Parkersburgh	Elizabeth, W. Va.
Charley McDonald	Tow	259.52	Wheeling	Western rivers.
Chester	Ferry	44.70	East Liverpool, Ohio	
Champion No. 2	do	55.16	Mason, W. Va	
Crown Hill	Tow	120.83	Malden, W. Va	Cincinnati.
D. B. Burns	Passenger	22.58	Parkersburgh	Elizabeth, W. Va.
D. W. Woodward	Tow	234.80	Cincinnati	Pittsburgh.
Ella Layman	Passenger	119.08	Charleston, W. Va	Cincinnati.
Emma Uhl	Ferry	59.71	Marietta, Ohio	
Elaine	Passenger	158.10	Wheeling	Parkersburgh.
Ella Johnston	Ferry	47.59	Wellsville, Ohio	
Eugene	Tow	98.31	Parkersburgh	Pittsburgh.
Florence	Saw-mill boat	41.91	Muskingum River	
Frank S. Owens	Ferry	65.44	Benwood, W. Va	Bellaire, Ohio.
Geo. Stecker	Passenger	154.75	Point Pleasant, W. Va.	Parkersburgh.
General Dawes	do	119.62	Middleport, Ohio	Marietta, Ohio.
Gen. H. F. Devol	do	156.99	Parkersburgh	Zanesville, Ohio.
G. B. Monteith	do	62.91	On Southern rivers	
Gus Genin	Tow	130.09	New Orleans	Western rivers.
Hamburg	Saw-mill boat	47.87	Gallipolis, Ohio	Covington, Ky.

[1] See foot note on page 391.

Port lists of steam-vessels on the Ohio River between Pittsburgh and Cairo, 1876–'87—Cont'd.

Name.	Description.	Tonnage.	From.	To—
At Wheeling—Cont'd.				
Handy	Passenger	99.77	Charleston, W. Va	Point Pleasant.
Horace	Tow	66.79	Parkersburgh	Cincinnati.
Hawk	do	141.28	do	Pittsburgh.
H. M. Townsend	do	89.70	do	Do.
Humming Bird, No. 2	Passenger	59.57	Pomeroy, Ohio	Gallipolis, Ohio.
Harry D. Knox	do	85.09	Parkersburgh	Ravenswood, W. Va.
Ida Smith	do	38.37	Marietta, Ohio	Raven Rock, W. Va.
J. H. McConnell	do	138.07	Parkersburgh	Pittsburgh.
Jim Montgomery	do	28.85	do	Elizabeth, W. Va.
Jessie	Tow	68.47	do	Point Pleasant, W. Va.
Jacob Heatherington	do	192.77	do	Pittsburgh.
J. King	do	34.93	do	Do.
John D. Lewis	do	266.41	Malden, W. Va	Cincinnati.
Jessie Berger	Ferry	78.46	Wheeling	
Katie Timmonds	Tow	180.34	Pittsburgh	Cincinnati.
Lizzie Cassell	Passenger	177.44	Zanesville, Ohio	Parkersburgh.
Lillian	do	91.75	Charleston, W. Va	Gallipolis, Ohio.
Lettie	do	42.47	New Cumberland, W. Va.	Steubenville, Ohio.
Lame Duck	Tow	29.99	Gallipolis, Ohio	Charleston, W. Va.
L. H. Sargent	Passenger	85.46	Vicksburg, Miss	Natchez, Miss.
Lizzie Townsend	do	88.82	Wheeling	Pittsburgh.
Luella	do	61.37	Gallipolis, Ohio	Middleport, Ohio.
Little Maud [1]	Tow	24.05	Parkersburgh	
Mink, No. 2	Passenger	166.50	Point Pleasant, W. Va.	Charleston, W. Va.
Maggie	Ferry	47.07	Steubenville, Ohio	
Maggie Paden	Passenger	77.04	Parkersburgh	
New Era	Tow	55.71	Gallipolis, Ohio	Parkersburgh.
Naomi	Passenger	23.83	In Southern trade	
Nail City	Tow	191.33	Point Pleasant, W. Va.	Charleston, W. Va.
Nathaniel	Ferry	52.93	Steubenville, Ohio	
Olivette	Passenger	130.01	Zanesville, Ohio	Marietta, Ohio.
Oneida	do	75.78	Parkersburgh	Glenville, W. Va.
Orion	Ferry	66.93	Wheeling	
Ollie Neville	Passenger	70.56	East Liverpool, Ohio	
Princess	do	85.37	Bellaire, Ohio	Wheeling.
Return	do	129.26	New Cumberland, W. Va.	Steubenville, Ohio.
Rozelle	do	50.35	Charleston, W. Va	Point Pleasant, W. Va.
R. E. Phillips	do	79.60	Marietta, Ohio	Parkersburgh.
Stella Wilds	do	289.12	Natchez, Miss	Bayou Sara, La.
Sawyer	Saw-mill	24.38	Parkersburgh	Wheeling.
Stone Brothers	Ferry	54.45	Point Pleasant, W. Va.	Gallipolis, Ohio.
Saw-Mill Clipper	Saw-mill	83.62	Parkersburg	Wheeling.
Sherrard	Ferry	23.92	Steubenville, O	
Spring Hill	Tow	156.33	Charleston, W. Va	Cincinnati.
Success	Passenger	67.57	Middleport, Ohio	Louisville, Ky.
Transit	Ferry	49.05	Wellsburgh, W. Va	
Telegram	Passenger	276.43	Wheeling, W. Va	Clarington, Ohio.
Vera Vita	Saw-mill	26.64	Point Pleasant, W. Va.	
Vigo	Tow	87.47	Charleston, W. Va	Cincinnati.
Valley Belle	Passenger	127.48	Ravenswood, W. Va	Parkersburgh.
Winona	do	65.30	Charleston, W. Va	Gallipolis, Ohio.
W. N. Chancellor	do	300.54	do	Pittsburgh.[2]
Whisper	Ferry	33.78	Proctorville, Ohio	
Wm. Wagner	Tow	52.25	New Cumberland, W. Va	Steubenville, Ohio.
John R	do	129.25	Malden, W. Va	Cincinnati.
At Cincinnati.				
Andes	Passenger	623.18	Cincinnati	Wheeling.
Argus	do	34.27	Manchester, Ohio	Vanceburgh, Ky.
Ark	Tow	295.37	Cincinnati	Pittsburgh.
Alex. Montgomery [3]	do	79.50	do	
Al. Martin	do	96.68	do	Kanawha River.
Alice L. Barr [3]	do	50.15	do	
Abe McDonald	do	162.14	do	Charleston, W. Va.
Bostona	Passenger	993.52	do	Pomeroy, Ohio.
Boone No. 3	Ferry	25.92	Anderson's Ferry	
Bettie Gilbert	do	54.07	Cincinnati	
B. T. Enas	Passenger	147.68	Ironton, Ohio	Do.
Buckeye State	do	669.92	Cincinnati	Memphis, Tenn.
Belle of Ashland	Ferry	44.24	Ashland, Ky	
Big Sandy	do	770.17	Cincinnati	Pomeroy, Ohio.
Bonanza	do	741.13	do	Bonanza, Ohio.
Champion No. 8 [3]	Tow	210.18	do	
Champion No. 10 [3]	do	134.31	do	

[1] Used as pump boat. [2] See Pittsburgh port list. [3] Harbor boat.

Port lists of steam-vessels on the Ohio River between Pittsburgh and Cairo, 1886–'87—Cont'd.

Name.	Description.	Tonnage.	From—	To—
At Cincinnati—Continued.				
City of Newport	Ferry	177.64	Cincinnati	Newport, Ky.
Cincinnati	do	197.76	do	Do.
Chas. L. Grant	Passenger	25.90	Greenville, Ohio	Pittsburgh.
Cincinnati Belle	Dredge	178.73	Cincinnati	
Chas. Morgan[1]	do	1,224.26	do	New Orleans, La.
City of Madison	Passenger	964.37	do	Louisville, Ky.
City of Vevay	do	339.54	do	Do.
Cora	Tow	75.18	do	Pittsburgh.
D. T. Lane	do	146.94	Kanawha River	
De Soto	Passenger	881.27	Cincinnati	Memphis, Tenn.
Enquirer	do	111.29	Memphis, Tenn	New Orleans, La.
Excel	do	118.90	Cincinnati	Cloverport, Ky.
Favorite	do	43.64	do	
Fleetwood	Mail	1,036.60	do	Louisville, Ky.
Frank Preston	Passenger	61.14	Catlettsburgh, Ky	Piketon, Ky.
Gretna Green	Ferry	120.22	Maysville, Ky	
George Matheson	Tow	105.72	Cincinnati	Pittsburgh.
Guiding Star	Passenger	1,121.97	do	New Orleans, La.
General Pike	do	411.79	do	Pittsburgh.
Gate City	do	109.44	Catlettsburgh, Ky	Louisville, Ky.
Granite State	do	531.11	Cincinnati	Memphis, Tenn.
Golden Rule	do	881.27	do	New Orleans, La.
Harry Higbee	Dredge	90.77	do	
Handy No. 2	Passenger	118.30	Maysville, Ky	Vanceburgh, Ky.
Hattie Brown	Ferry	58.11	Augusta, Ky	Maysville, Ky.
Henry De Bus	Tow	193.45	Cincinnati	Cloverport, Ky.
Hiram B	Ferry	50.53	Greenup, Ky	
H. F. Frisbie	Tow	270.45	Cincinnati	Saint Louis.
H. A. Mead	Ferry	67.52	Ironton, Ohio	
Ingomar	Passenger	74.61	Catlettsburgh	Piketon, Ky.
Ida Budd	Tow	151.90	Cincinnati	Kanawha River.
Iron Cliff	do	154.57	do	Do.
Jerry Osborne, No. 2[2]	do	42.52	Big Sandy River	
J. C. Kerr	Passenger	121.15	Cincinnati	New Orleans, La.
Kate Waters, No. 2[3]	Tow	165.83	do	
Kenton	Ferry	153.08	do	Ludlow, Ky.
Katie Prather	Passenger	49.79	Maysville, Ky	Manchester, Ohio.
Lark*	Tow	31.02	Cincinnati	
Louise	Passenger	234.55	Portsmouth, Ohio	Huntington, W. Va.
Little Samson	Tow	118.84	Kanawha River	
Lioness No. 2	do	404.67	Cincinnati	New Orleans, La.
Louis A. Sherley	Passenger	407.55	do	Pittsburgh.
Lucy Coles	do	36.19	Ashland, Ky	Vicinity.
Lizzie Bay	do	176.39	Portsmouth, Ohio	Huntington, W. Va.
Lightwood	do	31.28	Big Sandy River	
Lancaster	do	156.09	Cincinnati	Moscow, Ohio.
Mount Clare	Tow	266.37	do	Kanawha River.
Minnie Bay	Passenger	196.21	Louisville, Ky	Madison, Ind.
Morning Star	do	52.28	Baton Rouge, La	Bayou Sara, La.
Maggie May	Ferry	48.68	Ripley, Ohio	
Natchez	Passenger	1,477.27	Vicksburg	New Orleans.
New Mary Huston	do	1,163.93	Cincinnati	Do.
Nora Belle	do	58.39	Portsmouth, Ohio	Huntington, W. Va.
Novelty	Passenger	49.95	Maysville, Ky	New Orleans, La.
Ohio	do	716.40	Cincinnati	Memphis.
Oneida	Ferry	140.46	do	Covington, Ky.
Paris C. Brown	Passenger	903.87	do	New Orleans, La.
R. T. Graham	Ferry	27.86	Vevay, Ind	
Reliance	Passenger	70.31	Portsmouth, Ohio	Vanceburgh, Ky.
Robert F. Oxley	Tow	56.19	Black River	
Robert Peebles	do	242.22	Cincinnati	Cloverport, Ky.
Racket[4]	Passenger	52.84	do	
Silver Star[3]	Tow	22.39	do	
Storm[3]	do	195.53	do	
Susie Brown	Ferry	73.49	Portsmouth, Ohio	
Silas P. Coe	Passenger	301.56	Pittsburgh	New Orleans, La.
St. Lawrence	do	913.61	Cincinnati	Maysville, Ky.
Sonoma[3]	Tow	116.89	do	
Sallie	Passenger	68.25	do	New Orleans, La.
Sea Lion	Tow	106.33	Catlettsburgh, Ky	Louisville, Ky.
Telegraph	Passenger	854.47	Cincinnati	Pomeroy, Ohio.
Tan Bark	Tow	379.10	Kanawha River	
Transfer	Ferry	65.63	Huntington, W. Va	
Thomas Sherlock	Passenger	1,352.02	Cincinnati	New Orleans, La.
Thomas W. Means	Tow	266.26	Kanawha River	
T. P. Leathers	Passenger	458.60	Vicksburg	New Orleans, La.
Tom Spinlock	do	86.30	Big Sandy River	
Tacoma	do	266.92	Cincinnati	Moscow, Ohio.
U. P. Schenck	do	1,086.72	do	New Orleans, La.

[1] Wrecked 1887. [2] Wrecked. [3] Harbor boat. [4] Excursion boat.

Port lists of steam-vessels on the Ohio River between Pittsburgh and Cairo, 1886–'87—Cont'd.

Name.	Description.	Tonnage.	From—	To—
At Cincinnati—Continued.				
William Ernst	Tow	197.64	Kanawha River	
W. B. Cole	do	54.74	Cincinnati	Moscow, Ohio.
Welcome	Ferry	49.23	Augusta, Ky	
At Louisville.				
Alert	Tow	158.98	Missouri River	
Blue Wing	Passenger	111.82	Louisville	Frankfort, Ky.
Belgrade	do	89.26	Cannelton, Ind	Owensborough, Ky.
Blanks Cornwall	do	232.41	Coast trade	New Orleans.
Canary No. 2	do	96.81		
Charlie De Pauw	Tow	142.34	New Albany, Ind	
Cornelius Goldman	Passenger	172.19		
City of Owensboro'	do	714.87	Louisville	Henderson, Ky.
Carrie Hope	do	281.32	do	Leavenworth, Ind.
Dick Williams	Tow	22.63	Ohio River	
Dora No. 2	do	34.46	Kentucky River	
Ed. Richardson	Passenger	2,048.34	Coast trade	New Orleans.
Eclipse	Tow	49.89		
Frank McHarry	Ferry	146.60	Portland, Ky	New Albany, Ind.
Grace Morris	Tow	125.64	Kentucky River	
Harvey D	do	47.91	do	
Houston Coombs No. 2.	do	95.96	do	
Hotspur[1]	do	89.37	Louisville	
Hibernia	Passenger	157.06	do	Frankfort, Ky.
H. Hannah Blanks	do	352.75	Coast trade	New Orleans.
Henry Logan	Tow	111.21	Cannelton, Ind	Cairo, Ill.
Harry S	Saw-mill boat	138.14		
Ida	Passenger	22.82	Green River	
J. C. Abbott	Ferry	65.80	Madison, Ind	
Judelle	Passenger	119.08	Cannelton, Ind	Owensborough, Ky.
John H. Hanna	do	377.18	Coast trade	New Orleans.
John W. Cannon[2]	do	1,144.34		
James Guthrie	do	732.46	Louisville	Henderson, Ky.
J. M. Clark	Passenger	98.11		
Lady Jenks	Tow	98.22	Ohio River	
Little Sandy	do	27.31	do	
Little Minnie	Passenger	21.12	do	
Little Andy Fulton[3]	Tow	107.99	Ohio Falls	
Madison	Passenger	21.12		
Mattie Hays	Tow	56.89	Ohio River	
Music	Ferry	321.53	Portland, Ky	New Albany, Ind.
Maggie Belle	Tow	52.81	Ohio River	
Mountain Girl	Passenger	108.55	Salt River	Louisville.
New Shallcross	Ferry	248.77	Louisville	Jeffersonville, Ind.
Old Hickory, No. 2	Saw-mill boat	97.18		
Pargoud	Passenger	711.94	Coast trade	New Orleans.
Rainbow	Mail	894.98	Louisville	Henderson, Ky.
Reindeer[4]	Passenger	56.36	do	New Orleans.
Transit	Tow	119.08	Government service.	
Thos. A. Hendricks	do	81.86		
T. D. Dale	Passenger	85.77	Madison, Ind	Vevay, Ind.
Wash Gray	Tow	46.40	Ohio River	
W. C. Hite	Ferry	345.21	Louisville	Jeffersonville, Ind.
Z. M. Sherley	do	193.58	do	Do.
Boats under 20 tons.				
Arrow[5]	Yacht	9.66	Louisville	Arctic Springs.
Corinne[6]	Tow	13.39	Green River	
Louise	do	14.68	do	
Lottie	Ferry	18.64	Cannelton, Ind	Hawesville, Ky.
Temporarily enrolled.				
Fashion[7]	Passenger	464.16		
Fannie Fern[8]	do	179.32		
Jos. L. Stephens[9]	Ferry	85.95	Missouri River	
Minnetonka[9]	Tow	381.63		
New Pike[9]	Ferry	75.21	White Cloud, Mo.	
At Evansville, Ind.				
Bowling Green[10]	Passenger	301.90	Evansville	Bowling Green, Ky.
Chas. A. Blackman[11]	do	25.20	Mount Vernon, Ind.	Louisville.

[1] Harbor boat.
[2] Dismantled, but not released by Government.
[3] Harbor boat.
[4] Circus boat.
[5] Excursion boat.
[6] Transferred to Evansville, Ind.
[7] Transferred to port of Wheeling, W. Va.
[8] Transferred to Florida.
[9] Not estimated in recapitulation.
[10] Up Green River.
[11] Jobbing boat.

Port lists of steam-vessels on the Ohio River between Pittsburgh and Cairo, 1886–'87—Cont'd.

Name.	Description.	Tonnage.	From—	To—
At Evansville—Continued.				
Clyde	Passenger	578.08	Evansville	Up Tennessee River.
D. F. Norton	Ferry	35.19	Shawneetown, Ill.	
Edna Adams	Passenger	219.47	Evansville	Owensborough, Ky.
Emma Irwin [1]	Tow	41.98	do	
Evansville [2]	Passenger	194.24	do	Bowling Green, Ky.
Erie	Ferry	16.70	Golconda, Ill	Paducah, Ky.
Experiment	Tow	62.35	Wabash River	Ohio River.
Emma Cooper	Tow	259.97	Evansville	Shawneetown, Ill.
Fannie	do	38.11	do	Do.
Frank Stein	Passenger	150.61	do	Cannelton, Ind.
Geo. K. Cosby	Ferry	35.14	do	Uniontown, Ky.
Gertie Pool	Passenger	98.44	do	Shawneetown, Ill.
Henry Logan	Tow	111.21	Cannelton, Ind.	Do.
Isabella [1]	do	66.24	Evansville	
Idlewild	Passenger	520.36	do	Paducah.
Ida	do	26.85	do	Green River.
Jennie Walker	do	15.44	do	Cannelton, Ind.
John S. Hopkins	do	752.54	do	Paducah.
John Gilbert	do	647.39	St. Louis	Up Tennessee River.
Jennie Campbell	do	225.06	Evansville	Henderson, Ky.
Joe Lee	do	16.91	Owensborough, Ky.	Rockport, Ind.
Lee Howell	do	25.85	Evansville	Cannelton, Ind.
Louise [1]	Tow	40.80	do	
Lamasco [1]	do	38.73	do	
Longfellow [2]	do	93.59	do	Bowling Green, Ky.
Lottie	Passenger and ferry	18.64	Hawesville, Ky	Stephensport, Ky.
Mary Ruble	Passenger	65.73	Evansville	Cairo.
Minnie	Tow	183.45	do	Newburgh, Ind.
New South	Passenger	932.95	Saint Louis	Paducah.
Nellie Brown	Tow	56.37	Evansville	Caseyville, Ky.
Piasa	do	164.45	do	Paducah.
Parole	Passenger	113.84	Cannelton, Ind	Cairo.
Rosedale	do	174.06	Mount Vernon, Ind.	Paducah.
Rosa Bell	do	27.77	Hawesville, Ky	Cannelton, Ind.
Robert B. Carson	Passenger and ferry	27.59	Henderson	Evansville.
Silver Cloud	Passenger	438.50	Evansville	Up Tennessee River.
Tip-Top	Tow and saw-mill	20.49	do	Up Green River.
Uncle Buck [1]	Tow	32.34	do	
W. A. Johnson	Passenger	199.58	do	Up Tennessee River.
W. F. Nisbet	do	576.86	Saint Louis	Cape Girardeau, Mo.
Young T. Watson [3]	Passenger and ferry	28.51	Mount Vernon, Ind.	
At Paducah, Ky.				
Ariadne [1]	Tow	22.19		
Cache	do	16.37	Paducah	Cairo.
City of Clarksville [4]	Passenger	235.20	do	Up Cumberland River.
D. A. Brooks	do	70.40	do	Caseyville, Ky.
Golconda	do	44.09	Cairo	Up Mississippi River.
Gondola [5]	do	125.44	do	
Gus Fowler	do	309.62	Paducah	Cairo.
Hettie Mason [6]	Tow	113.94	Ohio River	Up Tennesse River.
Hub	do	48.52	Metropolis, Ill	Up Ohio River.
H. S. McCombs [7]	Ferry	395.91	Cairo	
Ida [1]	Tow	37.37	Paducah	
John Orm No. 2	do	77.41	Ohio River	
John Orm	do	30.11	Paducah	Ohio and Mississippi River.
Little Mary [1]	do	18.71	do	
Laura A. Horton	Passenger	26.68	do	Up Tennessee River.
Marsac	Ferry	48.26	Metropolis, Ill	
Mike Davis	Passenger	110.72	Paducah	Golconda, Ill.
Metropolis	do	27.24	do	Metropolis, Ill.
Montauk	Tow	24.16	Cairo	
Novelty [8]	Saw-mill boat	29.55		Wolf Island, Miss.
Oil City [9]	Passenger	23.01	Paducah	Evansville.
Saint Louis [7]	Ferry	312.04	Columbus, Ky	Mississippi River.
Sarah E. Elliott	Tow	49.01	Paducah	Up Tennessee River.
Theseus	do	58.03	Cairo	
Three States	Ferry	150.62	do	
Uncle Tom	Tow	26.03	Metropolis, Ill	
V. Owen	Ferry	114.66	Paducah	Brooklyn, Ill.
White Oak	Tow	50.75	Ohio River	Mississippi River.
W. H. Osborne [7]	Ferry	819.68	Cairo	
W. B. Duncan [7]	do	575.39	do	

[1] Harbor boat.
[2] Up Green River.
[3] Occasional Ohio and Tennessee Rivers.
[4] Registered at Nashville, Tenn.
[5] Excursion boat.
[6] Saw-mill boat.
[7] Railroad transfer.
[8] River.
[9] Irregular.

Port lists of steam-vessels on the Ohio River between Pittsburgh and Cairo, 1886–'87—Cont'd.

RECAPITULATION.

Ports.	No. of boats by classes.				Tonnage by classes.				Total No. boats.	Total tonnage.
	Passenger.	Tons.	Saw-mills.	Excursion and ferry.	Passenger.	Tons.	Saw-mills.	Excursion and ferry.		
Pittsburgh	3	82	.....	.....	1,281.00	23,254.36	.....	.....	85	24,535.36
Wheeling	47	27	5	16	5,676.81	3,318.28	224.42	833.03	95	10,052.54
Cincinnati	51	32	.....	16	23,386.16	4,793.08	.....	1,354.44	99	29,533.68
Louisville	23	21	2	7	10,234.90	1,798.65	235.32	1,510.95	53	13,779.82
Evansville	25	13	1	4	6,372.86	1,189.59	20.49	115.54	43	7,698.48
Paducah	9	13	1	7	972.40	592.60	29.55	2,416.56	30	4,011.11
Grand total	158	188	9	50	47,924.13	34,946.56	509.78	6,230.52	405	89,610.99

Leaving for another part of this report the operations of the Pittsburgh coal and iron fleets, the trade of individual passenger and freight and ferry boats plying up and down the Ohio between Pittsburgh and Cairo, with their trips per week, passengers, and classified freights, has been gathered into the following table, which is based upon carefully collected estimates of officials connected with the boats themselves, or of masters of their wharves of call:

A schedule of average number of weekly trips, passengers, and freight tonnage of boats plying up and down the Ohio River, for 1886.

Name of boat	From—	To—	Average number weekly round trips.	Average number passengers per round trip.	Average number tons freight per round trip.
Abner O'Neal	Wheeling, W. Va	Steubenville, Ohio	7	30	45
Auder	Cincinnati, Ohio	Wheeling, W. Va	1	55	875
Argus	Manchester, Ohio	Vanceburg, Ky	6	12	20
Bessie Silver	Zanesville, Ohio	Marietta, Ohio	3	25	15
Boone	Cincinnati, Ohio	Charleston, W. Va	1	75	800
Benton McMillin	Ironton, Ohio	Pittsburgh, Pa	1	25	400
Burnside	Marietta, Ohio	Beverly, Ohio	6	15	10
Batchelor, C. W.	Pittsburgh, Pa	Wheeling, W. Va	3	50	400
Bostona	Cincinnati, Ohio	Pomeroy, Ohio	3	40	175
B. T. Enos	Ironton, Ohio	do	3	20	45
Buckeye State	Cincinnati, Ohio	Memphis, Tenn	1	125	1,475
Big Sandy	do	Pomeroy, Ohio	3	40	140
Bonanza	do	Bonanza, Ohio	3	20	95
Blue Wing	Louisville, Ky	Frankfort, Ky	3	35	48
Belgrade	Cannelton, Ind	Owensborough, Ky	6	25	52
Bowling Green	Evansville, Ind	Bowling Green, Ky	1	25	150
Chancellor, C. W	Pittsburgh, Pa	Parkersburgh, W. Va	1	45	120
Clara	New Cumberland, W. Va	Steubenville, Ohio	(1)	40	20
C. A. Hill	Gallipolis, Ohio	Huntington, W. Va	6	20	18
Courier	Wheeling, W. Va	Parkersburgh, W. Va	3	50	200
Climax	Martin's Ferry, Ohio	Wheeling, W. Va	18	45	15
Claribel	Gallipolis, Ohio	Huntington, W. Va	6	18	12
C. C. Martin	Parkersburgh, W. Va	Elizabeth, W. Va	3	32	45
Charles L. Grant	Greenville, Ohio	Pittsburgh, Pa	(1)	12	8
Charles Morgan	Cincinnati, Ohio	New Orleans, La	(2)	185	2,750
City of Madison	do	Louisville, Ky	3	50	500
City of Vevay	do	do	3	25	175
Canary No. 2	.....	.....	(3)	.....	.....
Cornelius Goldman	.....	.....	(3)	.....	.....
City of Owensboro	Louisville, Ky	Henderson, Ky	3	50	80
Carrie Hope	do	Leavenworth, Ind	3	10	15
City of Clarksville	Paducah, Ky., up	Cumberland River	2	45	750
Charles A. Blackman	Mount Vernon, Ind	Louisville, Ky	1	15	18
Clyde	Evansville, Ind., up	Tennessee River	1	45	450
D. B. Burns	Parkersburg, W. Va	Elizabeth, W. Va	3	60	15
De Soto	Cincinnati, Ohio	Memphis, Tenn	1	100	350
D. A. Brooks	Paducah, Ky	Caseyville, Ky	2	25	45
Ella Layman	Charleston, W. Va	Cincinnati, Ohio	2	40	70
Elaine	Wheeling, W. Va	Parkersburgh, W. Va	3	30	129
Excel	Cincinnati, Ohio	Cloverport, Ky	2	28	40

[1] Occasional. [2] Monthly. [3] Irregular.

A schedule of average number of weekly trips, passengers, and freight tonnage of boats plying up and down the Ohio River, for 1886—Continued.

Name of boat.	From—	To—	Average number weekly round trips.	Average number passengers per round trip.	Average number tons freight per round trip.
Edna Adams	Evansville, Ind	Owensborough, Ky	6	35	20
Evansville	do	Bowling Green, Ky	1	25	150
Favorite	Cincinnati, Ohio				
Fleetwood	do	Louisville, Ky	3	55	650
Frank Preston	Catlettsburgh, Ky	Piketon, Ky	2	12	8
Frank Stein	Evansville, Ind	Cannelton, Ind	7	20	15
George Stecker	Huntington, W. Va	Pomeroy, Ohio	6	35	50
General Dawes	Middleport, Ohio	Marietta, Ohio	3	18	25
General H. F. Devol	Parkersburgh, W. Va	Zanesville, Ohio	3	25	15
General Pike	Pittsburgh, Pa	Cincinnati, Ohio	1	50	600
Guiding Star	Cincinnati, Ohio	New Orleans, La	(1)	225	4,550
Gate City	Catlettsburgh, Ky	Louisville, Ky	1	25	200
Granite State	Cincinnati, Ohio	Memphis, Tenn	1	125	350
Golden Rule	do	New Orleans, La	(1)	180	3,500
Gus Fowler	Paducah, Ky	Cairo, Ill	6	50	100
Gertie Pool	Evansville, Ind	Shawneetown, Ill	3	10	45
Handy	Charleston, W. Va	Point Pleasant, W. Va	6	15	12
Humming Bird No. 2	Pomeroy, Ohio	Gallipolis, Ohio	6	25	10
Harry D. Knox	Parkersburgh, W. Va	Ravenswood, W. Va	6	12	9
Handy No. 2	Maysville, Ky	Portsmouth, Ohio	6	40	50
Hibernia	Louisville, Ky	Frankfort, Ky	3	35	45
Ida Smith	Marietta, Ohio	Raven Rock, W. Va	12	15	2
Ingomar	Catlettsburgh, Ky	Piketon, Ky	2	15	8
Idlewild	Evansville, Ind	Paducah, Ky	3	100	225
Ida	Evansville, Ind., up	Green River	1	25	40
J. H. McConnell	Parkersburgh, W. Va	Pittsburgh, Pa	1	40	90
Jim Montgomery	do	Elizabeth, W. Va	3	18	12
J. C. Kerr	Cincinnati, Ohio	New Orleans, La.	(1)	40	300
Judelle	Cannelton, Ind	Owensborough, Ky	6	25	65
James Guthrie	Louisville, Ky	Henderson, Ky	3	50	95
Jennie Walker	Evansville, Ind	Cannelton, Ind	3	12	8
John S. Hopkins	do	Paducah, Ky	3	150	275
John Gilbert	Saint Louis, up	Tennessee River	(1)	200	450
Jennie Campbell	Evansville, Ind	Henderson, Ky	21	27	5
Joe Lee	Owensborough, Ky	Rockport, Ind	6	10	2
Katie Stockdale	Pittsburgh, Pa	Cincinnati, Ohio	1	50	600
Katie Prather	Maysville, Ky	Manchester, Ohio	6	15	35
Lizzie Castle	Zanesville, Ohio	Parkersburgh, W. Va	3	25	18
Lillian	Charleston, W. Va	Gallipolis, Ohio	3	35	12
Lettie	New Cumberland, W. Va	Steubenville, Ohio	(2)	10	3
Lizzie Townsend	Wheeling, Va	Pittsburgh, Pa	3	15	25
Luella	Gallipolis, Ohio	Middleport, Ohio	3	25	11
Louise	Portsmouth, Ohio	Huntington, W. Va	6	35	179
Louis A. Shuley	Cincinnati, Ohio	Pittsburgh, Pa	1	60	875
Lucy Coles	Ashland, Ky	Neighborhood	3	10	4
Lizzie Bay	Portsmouth, Ohio	Huntington, W. Va	6	18	42
Lightwood	Catlettsbugh, Ky, up	Big Sandy River	3	45	20
Lancaster	Cincinnati, Ohio	Moscow, Ohio	2	25	15
Laura A. Horton	Paducah, Ky., up	Tennessee River	1	18	25
Lee Haull	Evansville., Ind	Cannelton, Ind	3	12	4
Lottie	Hawesville, Ky.	Stephensport, Ky	18	20	1
Mink No. 2[1]	Point Pleasant, W. Va	Charleston, W. Va	3	35	40
Minnie Bay	Louisville, Ky	Madison, Ind	6	40	49
Mountain Girl	Salt River, Ky	Louisville, Ky	2	25	55
Mike Davis	Paducah, Ky	Golconda, Ill	3	10	20
Mary Ruble	Evansville, Ind	Cairo, Ill	1	15	35
New Mary Houston	Cincinnati, Ohio	New Orleans, La	(1)	225	4,675
Nora Belle	Portsmouth, Ohio	Huntington, W. Va	6	12	3
Novelty	Maysville, Ky	New Orleans, La	(3)		
New South	Saint Louis, Mo	Paducah, Ky	2	75	325
Olivette	Zanesville, Ohio	Marietta, Ohio	2	50	40
Ouida	Parkersburg, W. Va	Glenville, W. Va	3	25	12
Ollie Neville	East Liverpool, Ohio	Neighborhood	(3)		
Ohio	Cincinnati, Ohio	Memphis, Tenn	1	100	475
Oil City	Paducah, Ky	Evansville, Ind	(3)		
Princess	Bellaire, Ohio	Wheeling, W. Va	38	40	3
Paris C. Brown	Cincinnati, Ohio	New Orleans, La	(1)	180	3,895
Parole	Cannelton, Indiana	Cairo, Ill	1	18	15
Return	New Cumberland, W. Va.	Steubenville, Ohio	(3)		
Rozelle	Charleston, W. Va	Point Pleasant, W. Va	3	22	5
R. A. Phillips	Marietta, Ohio	Parkersburgh, W. Va	12	15	3
Reliance	Portsmouth, Ohio	Vanceburgh, Ky	6	15	20
Rainbow	Louisville, Ky	Henderson, Ky	3	50	80

[1] Monthly. [2] Bi-monthly. [3] Irregular.

A schedule of average number of weekly trips, passengers, and freight tonnage of boats plying up and down the Ohio River, for 1886—Continued.

Name of boat.	From—	To—	Average number weekly round trips.	Average number passengers per round trip.	Average number tons freight per round trip.
Rosedale	Mount Vernon, Ind	Paducah, Ky	3	15	100
Rosa Belle	Hawesville, Ky	Cannelton, Ind	24	10	2
Robert B. Carson	Evansville, Ind	Henderson, Ky	6	20	5
Scotia	Pittsburgh, Pa	Cincinnati, Ohio	1	75	600
Success	Middleport, Ohio	Louisville, Ky	1	30	14
Silas P. Coe	Pittsburgh, Pa	New Orleans, La	(1)	60	1,250
Saint Lawrence	Cincinnati, Ohio	Maysville, Ky	3	35	90
Sallie	do	New Orleans, La	(2)		
Silver Cloud	Evansville, Ind., up	Tennessee River	1	30	400
Telegram	Wheeling, W. Va	Clarington, Ohio	6	15	50
Telegraph	Cincinnati, Ohio	Pomeroy, Ohio	3	40	150
Thos. Sherlock	do	New Orleans, La	(3)	245	4,850
Thos. Spenlock	Big Sandy River Points.		2	15	8
Tacoma	Cincinnati, Ohio	Moscow, Ohio	2	30	25
T. D. Dale	Madison, Ind	Vevay, Ind	3	15	9
U. P. Schenck	Cincinnati, Ohio	New Orleans, La	(3)	200	4,100
Valley Belle	Ravenswood, W. Va	Parkersburgh, W. Va	3	15	25
Winona	Charleston, W. Va	Gallipolis, Ohio	3	25	18
W. N. Chancellor	do	Pittsburgh, Pa	1	65	500
W. A. Johnson	Evansville, Ind., up	Tennessee River	(4)	40	425
Metropolis [3]	Paducah, Ky	Metropolis, Ills	12	10	3
FERRY-BOATS.					
Acorn	Wheeling, W. Va	Middleport, Ohio	60	40	2
Boone No. 3	Anderson's Ferry		50	12	1
Belle of Ashland	Ashland, Ky		36	10	2½
City of Charleston	Charleston, W. Va		48	20	4½
Chester	East Liverpool, Ohio		48	5	½
Champion No. 2	Mason, W. Va		36	15	2
City of Newport	Cincinnati, Ohio	Newport, Ky	120	6	5
Cincinnati	do	do	120	6	5
D. F. Norton	Shawneetown, Ill		24	12	4
Emma Uhl	Marietta, Ohio		36	5	1
Ella Johnston	Wellsville, Ohio		26	12	3
Erie	Golconda, Ill		12	25	8
Frank S. Owens	Benwood, W. Va	Bellaire, Ohio	50	25	2
Frank McHarry	Portland, Ky	New Albany, Ind	120	8	1
Gretna Green	Maysville, Ky		36	12	4
George K. Cosby	Evansville, Ind	Uniontown, Ky	12	20	5
Hattie Brown	Augusta, Ky	Maysville, Ky	12	24	4
Hiram B	Greenup, Ky	Ironton, Ohio	14	10	8
H. A. Meade	Ironton, Ohio		14	20	12
H. S. McCombs	Cairo R. R. Transfer		(5)		
Jessie Berger	Wheeling, W. Va		30	20	4
J. C. Abbott	Madison, Ind		24	5	1
Kenton	Cincinnati, Ohio	Ludlow, Ky	50	15	2
Lottie	Cannelton, Ind	Hawesville, Ky	36	4	¼
Maggie	Steubenville, Ohio		40	6	1
Maggie May	Ripley, Ohio		24	9	2
Music	Portland, Ky	New Albany, Ind	120	8	1
Marsac	Metropolis, Ill	Paducah, Ky	24	12	4
Nathaniel	Steubenville, Ohio		40	7	1
New Shallcross	Louisville, Ky	Jeffersonville, Ind	70	15	5
Orion	Wheeling, W, Va		30	20	4
Ouida	Cincinnati, Ohio	Covington, Ky	72	15	10
R. T. Graham	Vevay, Ind		28	12	1½
Stone Brothers	Point Pleasant, W. Va	Gallipolis, Ohio	12	8	2½
Sherrard	Steubenville, Ohio		40	5	¼
Susie Brown	Portsmouth, Ohio		24	10	5
Saint Louis	Columbus, Ky	Mississippi River	(5)		
Transit	Wellsburg, W. Va		24	12	1
Transfer	Huntington, W. Va		12	12	2
Three States	Cairo, Ill		24	25	65
Whisp[illegible]	Proctorville, Ohio		25	7	3
Welcome	Augusta, Ky		28	10	2½
W. C Hite	Louisville, Ky	Jeffersonville, Ind	70	15	5
W. H. Osborn	Cairo, Ill		(5)		
W. B. Duncan	do		(5)		
Young P. Watson	Mount Vernon, Ind		4	15	4
Z. M. Shuley	Louisville, Ky	Jeffersonville, Ind	70	15	5

[1] Bi-monthly. [2] Irregular. [3] Monthly. [4] Semi-monthly. [5] Railroad transfers.

A schedule of average number of weekly trips, passengers and freight tonnage of boats plying up and down the Ohio River, for 1886—Continued.

RECAPITULATION.

	Total number round trips weekly	Total tons freight carried weekly	Total number passengers carried weekly.
Passenger boats	480⅞	38,244½	14,472½
Ferry-boats	1,795	7,307	22,066

PITTSBURGH.

Pittsburgh, situated at the head of Ohio River navigation and the center of three great radiating railway systems, combines more geographical advantages than any other interior city of the Union. A recent writer* says on this point: "But 150 miles from the great chain of inland lakes, with all their advantages of intercourse with Canada and the Lake States, as well as access by that route to the ocean, she is distant only a day's travel from the important cities of the Eastern sea-board, and nearly central to the whole extent of the United States. Situated also in the heart of the bituminous coal formation of the Appalachian field, and apparently at the very fountain-head of natural gas, and equally advantageously located as to the deposits of iron ore, her geographical relations to the staples of Pennsylvania, as well as the Union, are unequaled." She reaches by river transportation eighteen States and two Territories, embracing an area of 1,052,000 square miles of territory. That portion of the country which derives its mercantile supplies and is at once dependent upon and tributary to Pittsburgh, comprises an area of 19,697 square miles, with a population given by the last United States census of 1,578,670 and products valued at $54,354,000, exclusive of manufactures.

GROWTH OF THE CITY.

Pittsburgh was founded on the 23d of November, 1753, by General George Washington, and a stockade, which was the germ of the future city, was erected in February following. Three months later the French forces took possession of the place and began the construction of Fort Duquesne. In February, 1758, the French evacuated in turn, and the position was occupied by British troops, who built a small military work on the east bank of the Monongahela and called it Fort Pitt, in honor of the English statesman, and thus christened the settlement. In 1788 the leader of a company of New England emigrants bound to Marietta, Ohio, who stopped for a few days at Pittsburgh, estimated the population of the town at 400 or 500, exclusive of a small force of soldiers who occupied old Fort Pitt. On the 22d of April, 1794, Pittsburgh was incorporated as a borough, and, by a census made two years later, had a population of 1,395. Decennial census tables, beginning with 1800, show the following population for the town:

Year.	Population.	Year.	Population.
1800	1,565	1850	46,610
1810	4,768	1860	49,217
1820	7,248	1870	86,076
1830	12,568	1880	156,381
1840	21,115	1887 (estimated)	205,591

A pamphlet, entitled "Pittsburgh and Allegheny in the Centennial Year," says:

"From 1817 to 1825 the city was at a standstill from effects produced by the termination of the war of 1812. In 1817 many factories stopped, and until 1821 there was a continual downward tendency in all business and property. In 1821 the distress appeared to have reached its height; manufactories, trade, and industry were all prostrated. In 1825 and 1826 the city began to rally, and in 1830 she was again prosperous. In 1837 she was, with other cities, retarded by the subsidence of the land speculation

*Col. George H. Thurston.

fever and the consequent panic. It will, however, be observed that notwithstanding these adverse years, from 1820 to 1830 there was an increase equal to 135 per cent., or 13½ per cent. a year; and that from 1830 to 1840 an increase of 129 per cent., or nearly 13 per cent. per year."

In the next decade the population increased 105 per cent. From 1850 to 1860, although the percentage of increase only slightly exceeded 61 per cent., the actual increase was 5,000 souls over that of the previous decade, and between 1860 and 1870 the actual increase of population was 65 per cent. greater than between 1850 and 1860.

In 1840 the census enumeration of the sister city of Allegheny, which from that date forward must be counted in as part of the population of Pittsburgh, as their interests are indissolubly connected, was 10,090, and by the succeeding decennial enumerations was shown to have increased as follows:

1850	21,262
1860	28,702
1870	53,180
1880	78,681
1887 (estimated)	94,565

The present population of Pittsburgh and Allegheny City, therefore, may be safely regarded as being not less than 300,000, with a real-estate holding valued at $175,358,766 or purposes of taxation.

MANUFACTURES.

Pittsburgh manufactures date back to the commencement of the present century, and have acquired a household significance with the teeming millions of the Ohio and Mississippi valleys. As early as 1803 the city supplied the army of western pioneers with axes, hoes, plow-irons, cow-bells, scythes, sickles, spinning-wheels and cards, pots, etc., to the value of $266,000. Now, as has eloquently been said: "There is nothing, in iron, from a steam-boat or locomotive to a tack that the iron-workers of Pittsburgh do not or can not make; nothing in steel, from a rifled cannon or armor for a ship to a watch-spring, that her steel-workers can not supply; nothing in glass, from window plates 10 and 15 feet square, so clear that but for its sheen there would seem nothing but air into which the gazer is looking, down to the smallest wine-glass, so fragile that it would seem to scarce bear the weight of a butterfly without dissolving as an air-blown bubble."

The Pittsburgh of the present time finishes a locomotive every second day, and makes a steel rail every minute throughout the year.

First and foremost under this head must be placed the manufactures that have made Pittsburgh most noted and that fully justify her American title of "The Iron City," viz, iron and steel production. A considerable space is necessarily required for this purpose, and no better historical synopsis of this great local industry can be presented than to quote the words of the author before mentioned, Col. George H. Thurston. He says:

"In 1811–'12 a rolling mill, so called, was erected at Pittsburgh by Christopher Cowan, an Englishman. It was without puddling furnaces, and did not roll bar-iron. A second mill was built in 1819, which was the first to roll bar-iron, and had four puddling furnaces. In 1824 the Juniata Mill was erected, which is still operated by the firm of Shoenberger & Co. In 1820, on the site of the present Ætna Mill of Spang, Chalfant & Co., at Pine Creek, a mill for the manufacture of scythes and sickles was built, which, in 1828, was converted into a mill where bar-iron was rolled from blooms. In 1825 the Sligo Mills were built on their present location. The Kensington Mill, originally the Dowlas, was also erected in the same year. In 1828 the Sable Mill was started, and in 1829 the Wayne Mill, and at this latter period Pittsburgh is credited with having nine rolling mills, using 6,000 tons of blooms and 1,500 tons of pig-iron, and employing 300 hands. In addition, there were nine nail factories, producing 18 tons of nails and employing 150 hands. In 1836 two more rolling mills were added, and at this time the annual product of the entire number of iron manufacturing establishments was $4,160,000."

In the business of iron casting Pittsburgh also early took place as a profitable field for enterprise and the investment of capital. So far back as 1806 the McClurg Air Foundry was busily engaged in casting iron pots, kettles, mill irons, etc., and in 1810 it is credited with having "cast 70 tons of cannon-balls for the United States," and a portion of the ordnance for Perry's fleet on Lake Erie was furnished two years later. In 1817 there were 4 iron foundries, employing 87 hands, and producing $180,000 worth of castings of various kinds. In 1828 this number had grown to 8, and in 1831 to 12, employing 132 hands and casting 2,963 tons of metal annually. In 1836

the foundries, engine and machine shops numbered 18, with an annual out-put valued at $2,130,000. In 1856 there were 32 foundries and machine-shops, with a yearly capacity of 66,900 tons, consuming 28,000 tons of pig-iron, employing 1,597 men, paying wages of $653,302, and placing on the market products valued at $2,880,000. At this date the rolling mills had increased to 25, consuming 140,000 tons of pig-iron, scrap, and bloom, employing 4,623 hands at wages of $2,866,021 per year, and producing goods valued at $10,730,062. In the two decades succeeding, viz, 1856 to 1876, the ratio of increase in the business of iron manufacture at Pittsburgh is about 115 per cent. as compared with 1836, the rolling mill, foundry, nail, spike, ax, saw, and shovel produce in 1876 being $33,250,000 against $14,202,000 in 1856.

An important corollary of the iron business at Pittsburgh is the investments in blast furnaces for providing the material required in technical manufactures.

The first furnace of this class was erected in Pittsburgh in 1792, and was only in operation about two years. The second one was built in 1859. Between the dates mentioned all the pig-iron for rolling mills and foundry purposes was brought from other points.

At present there are in the city the following blast-furnaces:

Built.	Names.	Owned by—	Height.	Bosh.	Capacity.
					Net tons.
1859	Clinton	Graff, Bennett & Co	45	12	15,000
1861	Eliza No. 1	Laughlins & Co	60	17	60,000
1861	Eliza No. 2	do	60	14	
1882	Edith	National Tube Company	70	16	35,000
1865	Shoenberger No. 1	Shoenberger, Blair & Co	62	13½	48,000
1865	Shoenberger No. 2	do	62	13½	
1872	Isabella No. 1	Isabella Furnace Company	75	18	130,000
1872	Isabella No. 2	do	75	20	
1872	Soho	Moorhead, McCleane & Co	65	19	40,000
1872	Lucy No. 1	Carnegie, Phipps & Co	87	20	130,000
1877	Lucy No. 2	do	87	20	
1879	A	Carnegie Brothers & Co	65	13	25,000
1879	B	do	80	20	55,000
1879	C	do	80	20	55,000
1881	D*	do	85	20	57,500
1881	E†	do	85	20	57,500
1883	Carrie	Pittsburgh Furnace Company	70	18	40,000
1886	F	Carnegie Brothers & Co	85	20	57,500
1886	Eliza No. 3	Laughlins & Co	60	17	30,000

* Largest daily output, 298 gross tons. † Largest daily output, 303 gross tons.

To this statement should be added other furnaces in the vicinage, which are virtually a portion of the blast-furnace industry of Pittsburgh, amounting to an annual capacity of 97,000 tons, thus making the total output of pig-iron, annually, equal to 922,000 tons, or an amount equal to one-eighth of the entire product of the United States.

The following is a detailed statement of the rolling-mill industry of Pittsburgh:

Style of works.	Style of firm.	Established.	Puddling furnaces.	Heating furnaces.	Trains rolls.	Nail and spike machines.	Capacity.
							Tons.
Sligo	Phillips, Nimick & Co	1825	34	10	5	.....	16,000
Juniata	Schoenberger & Co	1824	29	14	9	92	26,000
Etna	Spang, Chalfant & Co	1820	29	9	5	22	20,000
Sable	Zug & Co	1828	34	11	6	60	18,000
Kensington	Henry Lloyd, Son & Co	1828	20	6	4	.....	11,000
Wayne	Brown & Co	1829	28	4	5	.....	22,000
Pittsburgh	J. Painter & Sons	1836	67	16	13	.....	42,000
Anchor	Chess, Cook & Co	1842	24	6	4	96	15,000
Pennsylvania	Everson, Hammond & Co	1844	14	8	6	.....	11,000
Clinton	Graff, Burnett & Co	1845	52	28	14	40	35,000
Millvale	do	1845					
Vesuvius	Moorhead Bros. & Co	1845	28	10	6	50	15,000
Apollo	Volta Iron Company	1850	6	4	10	.....	6,000
Eagle		1850	20	10	.....	.....	10,000
McKeesport	Wm. D. Wood & Co	1851	12	22	8	.....	8,000

Style of works.	Style of firm.	Established.	Puddling furnaces.	Heating furnaces.	Trains rolls.	Nail and spike machines.	Capacity.
							Tons.
American	Jones & Laughlins	1852	76	30	28	73	56,000
Glendon	Dilworth, Porter & Co.	1857	.....	20	5	15	30,000
Soho	Moorhead & Co.	1859	21	10	9	.....	20,000
Star	Lindsay & McCutcheon	1862	37	10	8	.....	12,000
Fort Pitt Iron and Steel Works.	Graff, Bennett & Co.	1862	22	18	8	.....	12.000
Republic	Republic Iron Works	1863	26	14	3	.....	26,000
Twenty-ninth street Iron Mill.	Carnegie, Phipps & Co.	1861	31	20	5	.....	20,000
Union Iron Mills	Carnegie Bros & Co.	1864	38	18	8	.....	65,000
Monongahela	Oliver Bros & Phillips	1864	} 126	24	14	.....	120,000
Allegheny	do	1866					
Pittsburgh Forge and Iron Company.	Pittsburgh Forge Iron Company	1864	34	13	3	.....	29,000
Elba	Elba Iron and Bolt Company	1864	29	5	4	.....	25,000
Keystone	Keystone Rolling Mill Company	1865	30	6	5	.....	30,000
Solar	Wm. Clark & Co.	1869	21	7	6	.....	18,000
United States Iron and Tin Plate Works.	United States Iron and Tin Plate Company.	1873	5	6	6	.....	.....
Leichburgh Iron Works	Kirkpatrick & Co.	1876	.....	6	3	.....	4,000
Vulcan Forge and Iron Works.	Long & Co.	1877	10	7	3	.....	12,000
Chartiers Iron and Steel Company.	Chartiers Iron and Steel Company	1883	4	8	6	.....	4,000
Canonsburg Iron and Steel Company.	Canonsburg Iron Company	1883	4	9	2	.....	3,000
Beaver Falls	McKee, Anderson & Co.	.....	12	4	4	.....	10,000
.....	A. M. Byers & Co.	1863	30	6	3	.....	25,000

NATURAL GAS.

The novel fuel supplied by natural gas claims the very first consideration in any detail of the industries of Pittsburgh, from the vital relation it already has established with economical manufactures of all kinds. The faith of capital in the permanence of the supply of this ideally perfect fuel is shown in the fact that over $4,000,000 have been expended in pipe lines for its conveyance to Pittsburgh and the minor manufacturing centers of the neighborhood. These pipe lines now aggregate a length of 500 miles, including the service-pipe to individual points of consumption. The change of fuel from coal to gas is so general that the results of the use of the new calorific will before long be accurately guaged.

Economy, however, it has been found, is not even the leading element to be considered, great as the actual saving is over all other kinds of fuel. In most processes of manufacturing carried on in Pittsburgh, the use of natural gas has brought with it either greater facility for carrying on work, or a decided improvement in the product, or an increased quantity of the same. Every branch of work, for some one or more of these reasons, has, in addition to the saving of the cost of fuel, been anxious to introduce the subtle agent. Besides, it has superb attractions as a domestic fuel, bringing cleanliness and comfort and perfect power of regulation into household economies.

The 300 miles of gas-mains in operation deliver to the manufacturing establishments of Pittsburgh and vicinity, and to private dwellings, etc., a heating power about equal to that supplied by the consumption of 2,000,000 bushels of coal per month, or almost 1,000,000 tons per annum. This is equal to more than one-third of all the local consumption of coal in 1884.

The following is a list of the natural gas companies having established pipe lines to Pittsburgh and Allegheny:

The Penn Fuel and Fuel Gas Consolidated Companies' lines, from Murraysville to Pittsburgh: Three lines of 5⅝ inches diameter; one line of 8 inches diameter; one line of 10 inches diameter.

Philadelphia Company lines: One line of 10 inches diameter from Tarentum to Pittsburgh and Allegheny; two lines of 8 inches diameter from Murraysville to Pittsburgh and Allegheny.

Ford and Nelson lines: One line of 5⅝ inches diameter, from McGuighan Wells, Washington County, to Pittsburgh; one line of 8 inches diameter from McGuighan Wells to Pittsburgh.

Chambers line: One line of 10 inches diameter from Washington County to Pittsburgh.

Carpenter line: One line of 8 inches diameter from Murraysville to McKeesport and Pittsburgh.

Acme Gas Company line: One line of 8 inches diameter from Murraysville to Braddock and Homestead.

National Tube Works line: One line of 8 inches diameter from Murraysville to McKeesport.

Spang, Chalfant & Co.'s line: One line of 6 inches diameter from Butler County to Sharpsburg.

The Hite Line: One line of 8 inches diameter from Tarentum to Hulton and Allegheny.

Quite a number of new companies are being formed under the new statute adopted May 25, 1885, permitting natural gas companies to incorporate.

Some thirty towns are already supplied with the new fuel, the average rates for domestic purposes being as follows:

Cook-stove, per annum	$26.66
Cook-stove and one heating-stove	40.00
Cook-stove and five heating-stoves	66.66

It is expected that in the cities of Allegheny and Pittsburgh low-pressure gas will be furnished at not more than 6 or 7 cents per thousand cubic feet, although up to this time rates have been purely experimental.

The gas-mains enumerated above form a total length of more than 300 miles, the distributing-pipes, laid 3 or 4 feet under the grade of streets, etc., and the branch pipes to special points of consumption, being at least 200 miles in additional length. To this aggregate should be added about 200 miles more of piping laid by new companies; making a grand total of 600 miles of iron piping used for this single purpose.

The difficulties formerly encountered in laying pipes, and in either preventing leakage or providing that such escape shall be harmless, have been successfully met and overcome by a number of ingenious devices, which it would be foreign to this report to specify here. These difficulties, however, continue to be such as make it quite certain that this means of conveyance of natural gas must be limited to a distance not much greater than has already been covered by the longest pipe lines. The friction of the gas-fluid reduces the pressure at the rate of about 7 pounds to the mile; in other words, an original pressure of even 200 pounds at the well will be reduced to nothing in a pipe distance of 30 miles, and the delivery of gas at the remote end of the line will, of course, be in the same ratio. This pneumatic law is often lost sight of by those who suggest the possibility of conveying natural gas to the seaboard cities.

The natural conclusions deducible from all the circumstances are:

(1) There is an abundance of natural gas in Western Pennsylvania, whose exhaustion can not now or at any remote period be counted upon.

(2) That this fuel, to be utilized to the best advantage, must be consumed within a radius of 30 to 40 miles from the supplying wells.

(3) That it is not advisable to plant any manufacturing establishment in a position where it must depend upon a single well, but that safe reliance can only be placed on supplies drawn from a pipe or system of pipes; and,

(4) That by the use of natural gas as a fuel a saving of from 33 to 50 per cent. may be effected as compared with the cost of coal fuel in other manufacturing centers of the United States.

From these facts it is easy to understand what a commanding influence the new system of fuel and heating must reach in the near future.

Manufactories of all sorts will be drawn to Pittsburgh and the towns in the natural-gas territory, especially those in which the cost of fuel is at all considerable. The abundance of skilled labor, healthful climate, cheapness of transportation, both by river and rail are re-enforced by natural gas, so as to leave nothing to be desired for mechanical industries.

The effect of the new fuel for furnace purposes, in enhancing the excellence and consequent intrinsic value of manufactured products, has received some attention in that part of this report relating to the glass-making industry of Pittsburgh, in which the superiority of this over every other form of fuel for smelting is most plainly apparent. What is said there has relatively the same application to the manufacture of steel, pottery, and the like; and it would seem that American manufactures are to be thus enabled to enter upon an era of enlargement and improvement unexampled in the industrial history of the world.

Reference has likewise been made in that portion of the report given to the coal trade of Pittsburgh to the probable effect of natural-gas development upon the consumption

of coal for manufacturing purposes, and a suggestion is there offered that the present inferior fuel may yet furnish the manufacturing world with fuel gas in case the wells should eventually fail.

PRODUCTION OF IRON AND STEEL.

The following table gives the production of iron and steel in Pittsburgh and the remainder of Allegheny County, Pa., from 1874 to 1884, inclusive, in net tons:

Years.	No. rolling mills.	Product of iron rails, bar, angles, bolt, rod, and hoop.	Product of sheet and plate, except nail plates.	Product of nails.	Total rolled iron, including nails.
		Tons.	*Tons.*	*Kegs of 100 pounds.*	*Net tons*
1874	31	194,114	52,361	562,995	274,625
1875	31	171,178	45,773	442,359	239,069
1876	31	189,511	31,488	538,874	247,943
1877	31	208,342	30,254	597,806	268,486
1878	31	226,687	33,445	444,013	282,333
1879	32	286,882	52,265	294,942	353,894
1880	30	287,253	80,899	419,098	389,107
1881	30	405,119	75,767	485,916	505,182
1882	31	336,628	71,038	459,228	430,627
1883	32	367,106	73,850	627,896	472,351
1884	35	401,372	96,170	*45,326	*1,524

*Reduced by strikes.

The average annual output of these mills during the past five years will aggregate 550,000 tons, including 25,000 tons of nails per year. Over 18,000 hands are employed, at average annual wages of $11,500,000, and the approximate value of the annual output is about $35,000,000. The classes of goods manufactured are merchant bar, hoop, band, boiler-plate, tank, sheet and patent planished iron, wrought-iron pipe and boiler tubes, railroad spikes, nails and tacks, horseshoes, galvanized sheet-iron and light plates, skelp-iron, axles, railroad specialties, bridge rods, angles, and shapes. Cold-rolled polished shafting is also a special product of the American Works, and is made nowhere else in the world. In addition to these products, a single mill turns out an average of 30,000 tons of finished wire, and about 15,000 tons of steel wire is manufactured into barbed wire annually by the same concern.

THE PITTSBURGH METAL MARKET.

The enormous consumption of raw materials by these rolling-mills and kindred establishments renders Pittsburgh one of the most important centers of trade in crude metals on the American continent. Ores from nearly every quarter of the globe, in fact, are brought here. Iron mined in England, Scotland, Sweden, Norway, Spain, Greece, and Africa are present and quotable. Michigan, Missouri, Tennessee, Kentucky, Wisconsin, Ohio, New York, Alabama, West Virginia, and the Canadas contribute their metals in large quantities. Estimates made by factors of foreign ores show that about 200,000 tons of manganiferous ore from the mines of England and Spain are annually imported to feed Pittsburgh furnaces, and about 20,000 tons from Greece; England and Spain contribute 10,000 tons of pig-iron, and 2,500 tons of Swedish pig come to the puddling and rolling mills of the city every year. Sweden further sends 4,000 tons of bar-iron for conversion into steel and 40,000 tons of spiegeleisen and 15,000 tons of steel-rail croppings.

According to a report made by Secretary Follansbee, of the Pittsburgh Chamber of Commerce, to this Bureau in 1882, the gross receipts at Pittsburgh of ore, pig-iron, blooms, billets, old rail and scrap-iron, for the decade between 1870 and 1880, were as follows:

Year.	Ore.	Totals.	Year.	Ore.	Totals.
	Tons.	*Tons.*		*Tons.*	*Tons.*
1870	44,900	319,720	1876	208,262	479,798
1871	75,820	367,207	1877	230,476	552,037
1872	115,420	496,648	1878	299,856	676,728
1873	320,844	533,918	1879	356,093	782,516
1874	255,317	631,182	1880	346,733	834,582
1875	175,596	410,604			

For the seven years last past the receipts of raw irons and crude ores of iron will average annually 800,000 tons.

This enormous weight of the metal handled is by no means all. The output of pig-iron by the furnaces at Pittsburgh must be added. Between 1874 and 1885, inclusive, this product, according to statistics of the American Iron and Steel Association, has been as follows:

Year.	Tons.	Year.	Tons.	Year.	Tons.
1874	143,660	1878	217,299	1882	358,840
1875	131,856	1879	267,315	1883	592.475
1876	128,555	1880	300,497	1884	487,055
1877	141,749	1881	385,453	1885	585,696

There must still be added the raw ore, scrap, old rails, and pig received by river and the old rails and scraps of the immediate neighborhood, which brings the grand total up to quite 2,000,000 tons annually, representing a commercial value of $30,000,000.

Beside the irons, the metal market at Pittsburgh finds a sale and use for large amounts of copper, tin, lead, spelter, antimony, manganese, and other metallic ores, not excluding silver and gold, so that the above amount is appreciated by nearly $12,000,000 in annual value.

To transact this trade in metals there are eighteen firms engaged, having an aggregate invested capital of $1,125,000.

THE FOUNDRIES OF PITTSBURGH.

These establishments follow in logical order of rank among the iron industries of the city, and, for statistical purposes, include the engine and machine works of the city, as many of the latter have foundries in connection with their regular departments. The products of Pittsburgh foundries in staple castings include heavy mill gearing, railroad castings, rolling-mill castings, cannon, plows, chilled wheels, shafts, drills, punches, and planers for iron works, hollow ware, stoves, grates, steam-engine work, and the whole long catalogue of domestic hardware.

The business has grown of late years to such enormous proportions as to require classification in any adequate statistical subdivision, and the various departments of foundry work will appear from the following table, showing the various firms engaged in the business:

Style of works.	Established.	Cupola.	Air furnaces.	Capacity.	Specialties.
				Tons.	
Washington	1836	2	1	12,000	Rolling-mill machinery, marine and stationary and heavy machinery.
Fulton	1855	3	2	12,000	Grooved chilled rolls, rolling-mill machinery.
Fort Pitt	1830	3	1	6,000	Rolling-mill, blast-furnace, steel-works machinery.
Atlas	1886	2	1	10,000	Steel-works, rolling-mill, and heavy machinery.
Scaife	1848	1	1,616	4,000	Rolling-mill machinery, steel and flour mills.
Pittsburgh	1803	2	3	15,000	Chilled rolls and heavy castings.
Lewis	1863	1	1	1,800	Rolls and heavy machinery.
Phœnix	1861	1	3	12,000	Semi-steel and chilled rolls.
Berlin	1808	1	.....	3,600	Miscellaneous castings.
Rosedale	1866	2	.....	4,000	General castings.
Hecla	1861	3	.....	4,000	Do.
Iron City	1863	.....	2	7,500	Heavy architectural castings.
Lawrence	.....	1	.....	3,000	General castings.
Pittsburgh Smelting Company	1878	1	.....	3,000	Do.
Jarvis Adams	1870	2	.....	6,000	Light castings.
Campbell Manufacturing Company.	1881	1	.....	3,000	General castings.
Twenty-ninth Street	.....	2	.....	5,000	Do.
Bissell & Co	1827	1	.....	2,500	Stoves, ranges, and grate fronts.
Mitchell	1829	1	.....	4,500	Stoves and ranges.
Etna	1836	1	.....	4,500	Do.
La Fayette	1844	1	.....	1,800	Stoves.
Keystone	1850	1	.....	3,600	Stoves, grate fronts, ranges, and heaters.

Style of works.	Established.	Cupola.	Air furnaces.	Capacity.	Specialties.
				Tons.	
Graff & Co	1844	1	.....	3,600	Stoves, grate fronts, ranges, and heaters.
Crea, Graham & Co	1877	1	.....	2,400	Do.
Reed Foundry Company	1883	1	.....	1,100	Do.
McConway & Forley	1868	1	4	3,000	Malleable iron castings.
Artizan	1870	1	.....	900	Railroad supplies and small castings.
Robert Lea	1854	1	.....	4,500	Foundry.
Duquesne	1854	2	.....	10,000	Do.
W. Fisher	1857	2	.....	.....	Brick machinery.
Fischer Foundry and Machine Company.	1863	2	.....	4,000	Foundry.
Anderson's	1869	2	.....	5,000	Do.
Fourth Ward	1836	2	.....	5,000	Heavy castings.
Anchor	1877	2	.....	12,000	Do.
Velte	1876	2	.....	3,000	Do.

These establishments have a cupola capacity of 190,000 tons of metal, employ an average of 3,500 hands, using an average of 125,000 tons of pig-iron annually, and the value of their product nearly $7,000,000.

Next come the manufacturers of building hardware, consuming annually 40 tons of copper, 40 tons of iron wire, 1,200 to 1,500 tons of pig-iron, and about a million mineral knobs, the value of their products being $500,000. The firms building the Westinghouse air-brake and Westinghouse engines employ nearly 1,000 hands. The locomotive manufacturers turn out annually 150 engines of standard and 120 of narrow gauge. The company making a specialty of constructing blast furnaces and steel works has been doing a net business of $1,000,000 annually for six years past, employing 400 hands at annual wages of $350,000.

Iron bridge building is another important cognate industry, and employs 750 hands, at annual wages of $460,000, turning out 21,000 tons of finished work, valued at $20,300,000. The Saint Louis bridge, the largest steel-arch structure in the world; the bridge across the Ohio at Henderson, Ky.; the materials of the Sand Island cantilever bridge at Louisville, Ky., and a hundred other magnificent and costly structures in this as well as in countries of the South American continent testify to the skill and enterprise of Pittsburgh bridge builders.

For the manufacture of bolts and nuts, largely used in bridge construction, there are seven establishments, employing about 600 hands, at annual wages of $325,000, and having an invested capital of nearly $500,000, with an annual output of between $1,250,000 and $1,500,000.

In the production of chilled and sand rolls, exclusively, the Phœnix Roll Works, established in 1861, produce annually over 3,000 tons of finished goods, and employ 60 hands, to whom are paid about $50,000 in annual wages.

Fourteen firms are engaged in the manufacture of tanks and boilers, and their product comprises boilers, tanks, bridge works, hulls, oil stills, furnaces, etc. The plants are valued at $600,000, and employ about 1,000 hands, requiring $500,000 in annual wages and producing an annual output of $2,000,000.

Eight firms of steam-fitting machinists and valve manufacturers turn out $750,000 worth of work every year, employing 350 hands and paying out $200,000 as annual wages. There are $200,000 invested in this branch of the iron business. To these should be added some twenty smaller establishments engaged in making natural-gas fittings, with an annual business reaching $250,000 more.

In the manufacture of saddlery hardware $140,000 working capital is employed, producing goods of the annual value of $150,000, giving work to 125 hands, whose wages average $50,000 annually.

The manufacture of steam-pumps employs 80 hands in two establishments, who turn out a product valued at $175,000 per year.

Fire-proof safes are made by a single firm, employing an average of 120 workmen, at $45,000 annual wages, and the finished product averages $200,000 annually. In the plant $70,000 is invested, and $80,000 worth of material is consumed annually.

Iron tubing for boilers and wrought-iron pipe engage five firms, having a capacity of about 150,000 tons annually, with an invested capital of $3,000,000. Two thousand hands are employed in this department, distributing annually about $1,100,000 in wages. The output of these mills is from $8,000,000 to $9,000,000 per year. Iron tubing from one-eighth inch to 16 inches in diameter is made at all the mills of this class, of such fine quality and so cheaply that the manufacturers can successfully meet the sharp competition of European plants; large shipments having been made to Russia of late years, and also to Canada, in which latter territory Pittsburgh makers are not only able to pay

the import duties, but to decidedly undersell the English firms. Fully two-thirds of all the iron and steel tubing made in the Middle States is the product of the Allegheny County tube-works.

Three establishments carry on the manufacture of iron chains, employing an aggregate of 100 hands, having an invested capital of $100,000, a capacity of 2,000 tons of finished product per year, valued at $120,000.

In enameled-iron goods, the single firm engaged employs 135 hands, at annual wages of $60,000; using 1,200 tons of metal, and turning out $200,000 worth of hollow ware, plumbers' sanitary goods, etc., upon an invested capital of $150,000.

In wrought hardware another factory has $40,000 invested in a working plant, employing 125 hands, at $40,000 annual wages, and consuming 1,000 tons of iron in producing goods valued at $125,000.

In the manufacture of architectural iron work 250 hands are employed by the single firm of W. B. Scaife & Sons, to whom $80,000 in wages are paid annually. This concern consumes not less than 1,800 tons of iron annually, and has $250,000 invested in ground, buildings, and machinery alone. Nearly half a million dollars in value of finished goods comprises the annual product.

STEEL PRODUCTION.

Nothing has more contributed to the fame of Pittsburgh than her excellent steel products. From 1833 the business has steadily grown in importance, and between that date and 1860–'61 several qualities of steel were successfully manufactured here. At the latter date a fine grade of cast-steel from crucibles for edge tools was made and put into market as a successful competitor with English makers. To-day Pittsburgh steels are standards for the American markets, and have, to a large degree, supplanted English ingots and bars in the edge-tool factories of the United States. The introduction of natural gas as fuel has immeasurably increased the facilities of Pittsburgh metal workers, and will, no doubt, enable greater perfection to be attained in steel products.

List of the steel works of Pittsburgh, showing their capacity, etc.

Style of works.	Established.	Sieman furnaces.		Gross tons Sieman open-hearth furnaces.	Open-hearth furnaces.	Converting furnaces—tons.	Puddling furnaces.	Heating furnaces.	Trains of rolls.	Steam hammers.	Pots at each heat.	Annual capacity—Net tons.
		24 pot.	30 pot.									
Sheffield[1]	1848	.....	.....	1-10	.....	8	8	.....	10	12	258	23,000
Hussey's[1]	1859	6	2	8	1-25	.....	14	47	11	15	204	18,000
Black Diamond[1]	1862	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
La Belle[1]	1863	1-36	2-42	.....	.....	2-25 2-30	2	21	4	11	120	10,000
Duquesne[2]	1865	.....	.....	.....	.....	1-30	.....	3	.....	9	.....	2,500
Crescent[1]	1865	2	2-36 1-60	.....	.....	.....	.....	10	6	10	180	19,000
Fort Pitt[3]	1865	.....	2	.....	.....	.....	22	18	8	7	60	10,000
Wayne	(3)	(4)	.....	.....	.....	1-45	.....	.....	.....	5	192	7,000
Pittsburgh Company	1871	2	.....	.....	.....	.....	.....	.....	.....	.....	72	4,000
Sterling Company[5]	1875	1	.....	.....	.....	2	.....	6	.....	5	24	2,000
Pittsburgh[1]	1882	4-16	2-33	.....	1	.....	.....	15	5	3	130	10,000
Linden[1]	1882	.....	.....	1-10 1-7	1	.....	.....	13	6	3	.....	20,000
Carnegie[6]	1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Juniata[3]	1824	.....	.....	2-12	.....	.....	.....	.....	.....	.....	.....	12,000
Hussey, Binn & Co	1875	1	.....	.....	.....	.....	.....	14	3	1	24	(7)
Soho[8]	(3)	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	7,200
Nellis	1870	.....	.....	.....	.....	.....	.....	.....	.....	6	20	.....
Pennsylvania	(3)	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	6,000
Fort Pitt Foundry[9]	1882	.....	.....	2-7	.....	.....	.....	.....	.....	.....	.....	.....
Oliver Bros[10]	1883	.....	.....	.....	.....	2	2	1	1	.....	.....	45,000
Hartman Company[11]	1883	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,000
Spang Steel Company	1881	.....	.....	1-10 1-7	.....	.....	.....	7	4	1	.....	5,000
West Pennsylvania[12]	1880	.....	.....	.....	1	.....	10	.....	2	1	.....	9,000

[1] Fine tool crucible steel. Information refused. Specialties, drill rods, needle wire, fine watch-spring wire, and steel.
[2] Manufacture only springs and axles for carriages and wagons.
[3] See rolling-mills.
[4] 4 48-pot steel-melting furnaces.
[5] Established to make fine crucible steel.
[6] Just completed.
[7] Product used by firm for shovels.
[8] 4 5-pot steel smelting furnaces.
[9] See founderies, steel casting.
[10] Clapp-Griffith process steel.
[11] See steel nails, etc.
[12] Sheet steel.

From the reports of the American Iron and Steel Association it appears that the output of these works in shape of crucible-steel ingots for the years named was as follows:

Year.	Tons.	Year.	Tons.	Year.	Tons.
1874	17,915	1878	27,866	1882	59,596
1875	22,942	1879	40,142	1883	59,128
1876	25,009	1880	52,136	1884	38,885
1877	24,747	1881	61,256	1885	42,139

In the steel mills proper there are employed an average of 4,500 hands, whose wages aggregate something near $4,000,000 per year, and the value of the plants is placed by competent authority at between six and seven millions. Precise figures as to value of output, other than those given above, could not be obtained locally, although strenuous efforts were made to accomplish the desired end. It will be proper here to add that at numerous points along the river the same reluctance was encountered from certain classes of business in gathering and completing tables of special statistics, which no explanation or persuasion was able to overcome. The desirability of an authoritative rule and method of securing the aggregated commercial statistics of the country is forcibly presented to the mind of every agent of the General Government who is called on to engage in special work of this kind.

BESSEMER STEEL.

This product, a low grade of steel, especially adapted by its superior tensile strength to rails and bridges, is manufactured at Pittsburgh by the following firms:

Name.	Converters.	Established.
Edgar Thomson Steel Works	3 10-gross ton converters	1875
Carnegie, Phipps & Co	2 5-gross ton converters	1881
Pittsburgh Steel Casting Company	1 5-gross ton converter	1881
Oliver Brothers & Phillips	2 2-gross ton converters	1884
Jones & Laughlins	2 7-gross ton converters	1886
Shoenberger & Co	1 7-gross ton converter	.....

In a report of the American Iron and Steel Association, the make at Pittsburgh of all other steel than crucible, including Bessemer ingots, is as follows:

Year.	Tons.	Year.	Tons.	Year.	Tons.
1874	6,000	1878	106,948	1882	258,500
1875	15,498	1879	130,781	1883	346,402
1876	54,467	1880	169,819	1884	298,376
1877	82,401	1881	247,345	1885	364,405

The probable annual value of the steel output from Pittsburgh and Allegheny County producing works is certainly not less than $20,000,000; more than this, in the circumstances, it would not be prudent to say.

In the manufacture of elliptic and spiral springs, carriage and wagon springs and axles, agricultural steels, plows, hay-forks, and other specialties in steel tools, the trade of Pittsburgh has $3,455,000 capital employed, with 2,758 hands, producing 114,200 tons of finished goods at wages averaging $1,567,000 annually.

THE GLASS TRADE.

To the results of ninety years practical experience in glass-making Pittsburgh manufacturers have added the great advantage of gas fuel, and the prophecy is made that she is destined to become the controller of the glass trade of the world.

The business began here in 1795 with a window-glass factory of eight pots, making three boxes at a blowing and using wood for fuel. In 1804 Cramer's Almanack, a Pittsburgh publication, gives the annual product of glass at $12,500. In 1817 three window-

glass factories made goods valued at $130,000. In 1825 the value of this product had increased to $135,000. In 1831 there were four window and four flint glass houses producing to the value of $500,000. Six years later there were seven window-glass and bottle factories, employing 220 hands and producing goods to the value of $210,000. In 1856 nine firms were making window and green glass, having 22 factories or furnaces, whose product was 28,080,000 feet of window-glass valued at $1,123,200, bottles and druggists' ware valued at $329,250, and 80,000 demijohns valued at $32,000. In 1875 the same class of works produced goods amounting to $3,750,000. As an evidence of the vastly superior quality of the window-glass factories under the régime of natural-gas fuel over that made by using coal, it is stated, as a recent experiment, "thrice the quantity of sheets of gas-fuel glass was placed together and the ordinary printed matter of a newspaper could be easily read through them. As to polish, the 'coal glass' had a dull surface, while that made and flattened by gas presented the brilliancy of French plate."

At the present time there are 15 firms making window-glass in Pittsburgh, the earliest being established in 1797, and the latest in 1880. These employ 1,675 hands, at annual wages of $1,350,000, producing 900,000 boxes of 50 feet each, valued at $1,800,000, and requiring an investment of over $2,000,000 in plants.

In flint-glass, or, as it is termed by the trade, "tableware," the first factory, established in 1807, has been multiplied into 14 firms; the last one being organized in 1880. These require 3,000 hands, at average annual wages of $1,275,000, have $1,580,000 invested in plants, and turn out 23,000 tons of tableware, valued at $3,000,000. Much of this product rivals the finest Venitian and Bohemian and Japanese wares, now so much in vogue.

In the manufacture of lamp chimneys, glass and enameled lamp shades, druggists' glassware, green glass, lamps, stained glass, glass molds, etc., there are 29 establishments, with an invested capital of $1,905,000, employing 3,385 hands, at annual wages of $1,530,000, and producing goods annually valued at $2,925,000.

MECHANICAL AND INDUSTRIAL ENTERPRISES.

In that considerable group of miscellaneous manufactures to be found in Pittsburgh, the report of the Chamber of Commerce for 1884, the last published, gives the authority for the figures furnished in the table of general comparative statistics to be found below:

Statement of the mechanical and in ustrial enterprises of Pittsburgh, with their capital, labor, and products, for the years named.

Class of industries	*1880.				†1881-'82.				‡1883-'84.			
	No. establishments.	Cash capital invested.	No. hands employed.	Value of product.	No. establishments.	Cash capital invested.	No. hands employed.	Value of product.	No. establishments.	Cash capital invested.	No. hands employed.	Value of product.
Agricultural implements	4	$600,000	292	$555,150	5	$400,000	365	$675,000	5	$475,000	525	$800,000
Book-binding and blank books (a)	3	9,000	32	19,545	16	285,000	108	1,025,000	.....	.....	.....	.....
Boots and shoes (b)	3	13,500	17	40,500	3	150,000	405	467,000	223	760,000	840	920,000
Boilers, tanks, etc.	.....	.....	.....	.....	12	645,800	776	1,450,000	21	1,650,000	1,300	2,280,000
Brass founders	12	175,500	84	175,125	16	683,000	330	1,300,000	20	570,000	330	840,000
Brewers	23	1,275,108	288	1,150,785	21	1,730,500	429	1,895,752	21	1,680,000	310	1,830,000
Bottlers	.....	.....	.....	.....	18	189,000	162	430,000	18	180,000	120	320,000
Britannia ware	.....	.....	.....	.....	3	70,000	104	127,000	3	65,000	74	120,000
Brushes and brooms	6	77,300	122	200,450	7	107,000	177	266,875	14	141,000	205	262,000
Bridges, iron	3	590,000	695	1,214,932	3	570,000	752	1,462,000	5	920,000	940	1,950,000
Bakers	62	384,320	268	695,906	5	230,000	235	620,000	146	560,000	480	870,000
Boating, rivers	.....	.....	.....	.....	.....	7,447,000	3,260	2,400,000	.....	.....	.....	.....
Coal	.....	.....	.....	.....	67	15,552,000	17,962	12,208,306	240	16,240,000	18,000	12,000,000
Coke	10	262,650	156	208,535	60	10,854,500	5,659	4,423,559	95	12,150,000	6,000	6,000,000
Copper	.....	.....	.....	.....	2	600,000	120	975,000	2	600,000	160	975,000
Chemicals, acid, etc	5	251,448	53	158,646	4	1,345,000	511	1,283,583	4	1,360,000	600	1,410,000
Cooperage	17	494,735	491	1,152,892	35	718,000	723	1,153,000	42	720,000	630	1,460,000
Cotton mills	.....	.....	.....	.....	3	562,500	873	785,000	2	520,000	700	700,000
Clothing	108	779,000	1,422	1,838,560	5	500,000	565	1,021,000	.....	.....	.....	.....
Confectioners	7	85,200	113	250,775	13	581,000	175	1,154,000	15	180,000	200	548,000
Carriages and wagons	16	241,300	183	346,413	31	333,000	300	400,000	29	400,000	430	650,000
Cigars	50	85,910	245	274,692	270	250,000	984	730,000	270	240,000	620	740,000
Cigar boxes	.....	.....	.....	.....	3	3,000	20	30,000	3	23,000	60	41,000
Distillers	.....	.....	.....	.....	7	1,250,000	268	4,470,000	7	1,150,000	270	4,070,000
Domestic hardware	6	576,566	596	741,794	5	391,000	416	500,000	19	730,000	800	850,000
Foundry and machine shop	66	4,102,133	2,726	5,530,309	35	2,740,000	2,083	3,953,000	52	2,650,000	1,830	3,210,000
Flouring mills	3	213,500	47	691,127	3	340,000	70	1,158,930	4	380,000	90	1,320,000
Fire brick and tile	19	322,900	337	385,477	10	858,000	845	1,029,500	22	590,000	680	860,000
Furniture, chairs, etc	15	440,950	352	543,838	57	491,500	475	1,220,000	72	510,000	670	1.180,000
Files	.....	.....	.....	.....	5	20,000	40	20,000	.....	.....	.....	.....
Glass	46	5,268,000	5,796	5,231,971	59	5,985,000	6,442	6,832,683	58	6,470,000	6,650	7,500,000
Gold and silver plating	.....	.....	.....	.....	5	30,000	32	57,000	5	30,000	20	40,000
Guns, pistols, etc	.....	.....	.....	.....	5	100,000	59	257,000	.....	.....	.....	.....
Grocers' supplies	.....	.....	.....	.....	6	175,000	270	525,000	.....	.....	.....	.....
Harness and saddlery	19	96,690	143	191,475	43	250,000	170	450,000	43	260,000	220	550,000
Iron, rolling-mills (c)	.....	.....	.....	.....	36	19,020,000	18,905	30,242,257	43	22,000,000	21,000	36,000,000
Iron blast-furnaces d	.....	.....	.....	.....	16	4,890,000	2,285	8,776,493	16	5,240,000	2,430	10,800,000
Iron railings and fences (e)	.....	.....	.....	.....	6	100,000	85	204,000	} 10	320,000	280	520,000
Iron roofs, cornices, etc. (f)	.....	.....	.....	.....	3	167,000	141	316,000				

Statement of the mechanical and industrial enterprises of Pittsburgh, with their capital, labor, and products, etc.—Continued.

Class of industries.	*1880.				†1881–'82.				‡1883–'84.			
	Establishments.	Cash capital invested.	Hands employed.	Value of product.	Establishments.	Cash capital invested.	Hands employed.	Value of product.	Establishments.	Cash capital invested.	Hands employed.	Value of product.
Lubricating oil	6	$42,500	44	$311,500	7	$162,000	61	$638,000	16	$130,000	90	$355,000
Lard oil	4	65,000	12	141,831	4	75,000	15	180,000	5	78,000	25	182,000
Lumber, etc	24	840,647	297	1,116,731	86	1,072,000	1,450	3,748,000				
Looking-glass frames	4	76,000	23	62,336	3	75,000	40	150,000				
Miscellaneous lead and iron					7	1,510,000	1,050	5,962,921				
Miscellaneous manufacturing establishments	82	2,903,898	1,319	4,024,232	10	1,099,000	845	1,405,000	1,530	20,345,000	20,978	38,349,000
Nail kegs					5	25,000	75	53,000				
Newspapers. (See printing)					33	1,029,000	426	1,154,000	69	1,530,000	430	1,160,000
Paper mills					5	950,000	535	1,345,000	4	630,000	220	840,000
Plumbers and gas-fitters	26	124,686	107	197,755	80	204,000	297	507,200	87	420,000	390	470,000
Patent medicines	5	346,000	138	740,164	5	262,681	197	649,050	11	240,000	260	650,000
Printing	42	1,567,600	736	1,422,481	61	250,000	460	560,000	63	280,000	480	560,000
Paper boxes					6	37,000	80	90,000				
Planing-mills	18	561,647	289	1,054,395	23	338,000	475	850,000	39	370,000	475	970,000
Pork-packers	9	693,000	110	4,451,816	7	750,000	150	1,000,000	8	630,000	170	1,600,000
Railway supplies					6	1,435,000	1,102	3,177,817	9	1,720,000	1,360	3,420,000
Steel	39	25,190,000	15,632	35,490,634	17	10,170,000	7,060	18,378,836	19	12,000,000	8,100	18,300,000
Saws and edge-tools	3	355,000	326	499,000	6	910,000	834	1,345,850	6	910,000	860	1,420,000
Stoves					7	444,000	406	693,000	12	510,000	620	740,000
Soap and candles	4	111,056	23	121,248	7	323,000	84	443,450	18	280,000	90	440,000
Salt and bromine					6	139,000	90	166,567	6	190,000	90	210,000
Safes, fire-proof	3	59,000	50	63,575	4	100,000	127	143,000	4	130,000	160	160,000
Steam pumps					3	85,000	60	110,000	3	85,000	60	120,000
Stained glass					4	75,000	50	90,000	2	100,000	65	120,000
Show-cases	3	35,000	33	115,500	4	40,000	41	97,000				
Saw-mills and box-factories					4	45,000	80	210,000	6	160,000	116	215,000
Saw-mills and barge-builders					11	185,000	330	1,050,000	33	160,000	320	600,000
Sash, door, and box factories					10	240,000	320	680,000	30	360,000	620	820,000
Tanners	6	185,000	56	482,406	14	1,109,000	345	2,183,000	18	1,230,000	460	3,400,000
Tinners	53	337,000	298	561,106	15	328,000	276	868,000	15	330,000	230	840,000
Tobacco, plug and smoking					3	95,000	123	305,000	3	105,000	130	320,000
Upholsterers	6	43,250	70	139,708	19	130,000	123	457,000	25	74,000	80	160,000
White lead and linseed oil	3	237,000	80	360,390	8	1,200,000	306	1,672,000	11	1,576,000	363	2,110,000
Woolen mills					3	100,000	50	100,000	2	105,000	60	145,000

*The statistics for 1880 are those of the Tenth Census, and the items marked *a*, *b*, *c*, *d*, *e*, and *f*, respectively, could not be separated to meet the classification of the local work for 1881–'82 and 1883–'84.

† Taken from the report of the Pittsburgh Chamber of Commerce for the year 1881–'82, the latest issued, except the report for the following year, containing commercial statistics in tabular form.

‡ Taken from "The Mercantile, Manufacturing, and Mining Interests of Pittsburgh," issued by the Chamber of Commerce of that city.

THE COAL TRADE.

A writer upon the subject estimates that the bituminous coal field by which Pittsburgh is closely surrounded and from which her gigantic coal traffic is derived is equal to 15,000 square miles, and its money value at 5 cents per bushel is nearly $75,000,000,000, and that $75,000,000 worth could be realized from sales of this coal annually for a thousand years, and then only exhaust the upper seam of the measures.

In 1817 the transportation of coal in flat-boats down the Ohio River from Pittsburgh was begun from French Creek, where the mines were then located. These boats were loaded with from 4,000 to 6,000 bushels, lashed in pairs with ropes, and floated as far down as Cincinnati under charge of a crew of five men.

With the increase of trade and the development of the coal lands along the Monongahela River this method of floating the product to an equally growing market became too slow and inadequate, and the application of steam for towing purposes was made. The history of this enterprise has been admirably told by Colonel Thurston, one of the best informed citizens of Pittsburgh on all important commercial events in which the city has been concerned during her wonderful career. He says:

"The writer recollects well how the proposition to tow the unwieldy 'French Creeks' was received by the coal boatmen and was ridiculed. The term 'crank' had not then been coined, but those who talked of towing coal as a feasible thing were at that day spoken of as such under a more common name, and conservative business men shook their heads wisely and smiled dubiously. As the coal boats had to be floated to market on flood waters, it did, to those acquainted with the rapid currents of the Ohio in the spring and fall rises and the June freshets, seem a dangerous business to attempt to tow those huge unwieldy bulks of coal in flat-bottomed, box-shaped boats through the crooked channel and sharp bends of the river. But in 1845 Daniel Bushnell began towing coal down the Ohio with a small stern-wheel boat called the *Walter Forward*, making a trip to Cincinnati as an experiment with three coal-flats loaded with 2,000 bushels each. In the same year Judge Thomas H. Baird began towing coal to Hanging Rock, Ohio, with a side-wheel boat called the *Harlem* and two 'Model' barges, bringing back pig metal. In the fall of 1849 Hugh Smith began to tow coal to the lower markets with the steam tow-boat *Lake Erie*. During 1849 Daniel Bushnell built the *Black Diamond* tow-boat to tow coal to Cincinnati and to New Orleans in 1850, from which date towing coal, as it was called, superseded altogether the floating system.

"The term 'towing' is a misnomer, as the boats and barges containing the coal are propelled instead of towed. Although this is an old song to Pittsburghers and many along the river, yet to others it may not be uninteresting to be told that a tow, as it is called, is made up of one tow-boat and from ten to fourteen barges, coal boats, and flats, and from one to four fuel boats filled with slack coal for boiler fuel during the trip. These boats are all placed in front of the tow-boat, except one on each side of the steamer, all securely lashed together, forming a compact mass about 350 feet long and 150 feet wide, and holding from 500,000 to 700,000 bushels, or about an average of 24,000 tons, being the yield of from 5 to 7 acres of coal land, according to the size of the tow, so called. Of such tows from eight to ten in a day in the coal-boating stages of the Ohio leave the harbor of Pittsburgh for all points below as far as New Orleans, and there are now from ninety to one hundred towboats, varying in cost from $8,000 to $30,000, employed in thus propelling coal, being the outgrowth in forty years from the little *Walter Forward* with her three flat-boats, holding 6,000 bushels, or about 240 tons, of coal.

"As explanatory to those who are not familiar with the terms of 'barge,' 'coal boat,' and 'flat,' being the 'packages,' as the trade term is, in which the coal is carried, a word or two of description of these 'packages' may be of interest. Coal boats are built 170 feet long by 26 feet wide, of 1½-inch plank, with about 18 inches rake at each end. They carry 24,000 bushels and draw 7 feet when loaded. They are only used to convey the coal to its point of destination, and go with the coal in the sale. They cost about $600 each. A barge is 130 feet long by 25 feet wide, constructed somewhat similar to the hull of a steam-boat, but with stern and prow alike, having bottom planking of 3-inch thickness and gunwales 6 inches. The loading capacity of barges is about 13,000 bushels, and they draw 6 feet water when loaded. They cost from $1,000 to $1,100, and last from nine to ten years, being *towed* back from the point where the coal is sold, going by the technical term of 'empties' on the return trip. Fuel boats are similar to barges, only smaller, being 95 by 20 feet, and draw 4 feet water loaded. They cost $600, and will last ten years in service, and carry 7,000 bushels. Flats are 90 by 16 feet, built same as barges, carry 4,000 bushels, and draw loaded 4¼ feet water, costing about $400.

"A tow of coal made up of these various descriptions of boats to the number, as before stated, of eighteen barges, coal boats, and flats, with the tow boat, and loaded with the average of 600,000 bushels, or 24,000 tons coal, represents a value of $80,000 as it leaves the harbor at Pittsburgh. As before stated, eight or ten of such massive islands, as it were, of coal, equal in surface to 1¼ acres, and floating the coal product of from 6 to 7 acres

of coal land, depart in the boating stages of the Ohio from Pittsburgh. The 'driving,' for such it almost seems to be, in its handling by the deft pilot, who with sinewy arms whirls and rewhirls the wheel that guides the boat and this mass of coal, is a task to which only those brought up to the trade are competent. Skill, judgment, nerve are all called into play as this ponderous bulk, borne along on a river at flood height, running at a current of 8 to 10 miles an hour, sweeps onward. Through narrow channels, round sharp bends, between the stone piers of bridges, where a miss turn of the wheel, a failure of judgment, a miscalculation of distance means disaster and wreck, the pilot guides the tow, now backing, now flanking, now pushing, now floating, watchful and cool the pilot does his work. There is probably no such boatsmanship shown anywhere else in the world as is displayed by the Pittsburgh coal tow-boat pilot. Watching one of these ponderous tows surging down the river with the little tow-boat of perhaps 90 to 100 feet in length and 20 to 25 feet in width at its rear, turning it round bends, flanking it past points, backing and checking it in narrow channels, one can not but think of the old joke of the tail wagging the dog, and here it does it, and does it well. It is a wonderful exhibit of skillful navigation, the thus handling by the nervy grip of one man on a wheel a bulk of 30,000 tons, moving at a speed of from 12 to 15 miles an hour down such a tortuous stream as the Ohio, and with perhaps not 5 feet to spare of channel width or 2 feet of water depth."

The coal thus transported down the river from Pittsburgh is almost wholly drawn from the four "pools" of the Monongahela River that are stocked by fifty-nine firms of operators, employing the services of 8,860 hands, at annual wages averaging $3,177,000, and producing an output averaging 98,580,000 bushels per year.

These figures are not precise, of course, being subject to the very important disturbing elements of "strikes," unremunerative markets, and difficulties in running coal caused by low stages of water in the river; but the amounts stated form a fair average for the operations of a good season when the mines are productive up to their ordinary capacity.

The amounts passing the locks of the Monongahela Navigation Company represent the totals taken out of that stream and actually consumed in Pittsburgh and shipped to markets along the Ohio River and below. The following are statistics from the records of the company named:

Statement, in bushels, of coal and slack shipped from the several pools of the Monongahela slack-water annually for the years named.

Year.	Bushels.	Year.	Bushels.	Year.	Bushels.
1844	737,150	1859	28,286,671	1874	67,821,200
1845	4,605,185	1860	37,947,732	1875	63,707,500
1846	7,778,911	1861	20,865,722	1876	68,481,000
1847	9,645,127	1862	18,583,956	1877	79,480,918
1848	9,819,361	1863	26,444,252	1878	76,825,255
1849	9,708,507	1864	35,070,917	1879	65,588,000
1850	12,297,967	1865	39,522,792	1880	84,048,350
1851	12,521,228	1866	42,615,300	1881	86,254,660
1852	14,630,841	1867	30,072,700	1882	101,434,700
1853	15,716,367	1868	45,301,000	1883	108,487,800
1854	17,331,946	1869	52,512,600	1884	79,269,100
1855	22,234,009	1870	57,596,400	1885	82,459,050
1856	8,584,095	1871	48,621,300	1886	109,895,147
1857	28,973,596	1872	54,208,800		
1858	25,696,669	1873	58,276,995	Total	1,869,960,776

In addition to the coal produced along the Monongahela and handled by water, the collieries along the railways diverging from Pittsburgh produce nearly 150,000,000 bushels in every ordinary year, of which 60 per cent. is probably consumed by Pittsburgh, and the remainder is shipped by rail directly from the mines to interior Western markets. There are no official statistics of the consumption of coal in Pittsburgh, so that it is impossible to state with precision what proportion of the total outputs of the mines goes to other markets.

Concerning the effect of introducing natural gas as a manufacturing fuel, Colonel Thurston, above quoted as an intelligent writer, while on the subject of coal in connection with Pittsburgh's industrial resources, has to say:

"At first it would seem to threaten a decadence of the coal trade. But it is not unlikely it may increase the consumption of coal and thus even enhance the value of coal lands around Pittsburgh and the returns therefrom. While natural gas has almost entirely supplanted coal as a manufacturing fuel at Pittsburgh, this is possibly only a forerunner of a greater use of coal. The advantage in thus using gas is so great that even were the supply of natural gas to fail, the commercial manufacturing world would still

require gas fuel from coal and preclude the return to crude coal heat. Ignoring the question of cheapness of gas over coal where the consumption is made at or in the near adjacencies to the well, the other advantages of gas fuel already established would enforce its use under a similarity of cost. The use of gas, whether of nature's production or from artificial supply, being primary, its obtainment from such material as will produce it most satisfactory in all respects follows. Of all substances bituminous coal, and of all coals that of the Pittsburgh seam, is pre-eminent. If artificial gas is to be had, the best quality and at the least cost is imperative. Where the gas is not in a vicinage artificial methods of conducting it there will be tried. At present the means of piping natural gas long distances are not economical, and its natural progress of flow seems limited, the appliances of artificial propulsion so far seeming to add so much to its cost as to overcome its desirability over coal fuel.

"The transportation of coal and its cost are fixed commercial facts. Where manufacturing facilities exist coal can easily be laid down in proximity to the fires to be fed. The coal of the Pittsburgh seam can therefore be made easily available at whatever point manufacturing fuel is demanded, and the great storage of the gas therein, cheaply transported, unlocked and used, while the coal fuel in form of coke, of a value quite equal to the coal, remains for other fuel uses, not to take into account other products which result from the distillation of coal for the production of gas. Of these latter there are a number; and skillful chemical handling and economical management would evolve other marketable residuums. It is, therefore, very probable that while the use of natural gas may decrease the consumption of coal at Pittsburgh, it will increase it at other localities, and the coal seams of Pittsburgh be more than ever valuable. For the carriage of coal, water highways are the cheapest, and the unsurpassed system of rivers by which the coal trade of Pittsburgh reaches the West and South is unrivaled, even enabling, when tonnage is wanted in interiors where the rivers do not reach, long distances of railway transportation to be cut off, and such carriage reduced to short hauls."

THE COKE TRADE.

The coke business of Pittsburgh depends for its supplies upon the Connellsville region, as only a small amount of this article is produced in the city itself. All the great coke companies have their principal offices here, however, and their financial transactions make no unimportant part of the daily clearing-house returns. The Connellsville coke has made Pittsburgh manufactures what they are, and the product is in demand all over the United States where metal working or smelting is engaged in.

The first market consignment of this coke to a distance was made in 1842, when two boat-loads, aggregating 1,600 bushels, were taken to Cincinnati. Since then the business has absorbed nearly $7,000,000 in plants alone, and the annual product taken by the general market will now average over 4,000,000 tons. Specifically the business engages 77 separate firms and corporations, representing 10,788 ovens, consuming annually in average years 180,000,000 bushels of coal, or 7,500,000 tons, and the wages disbursed amount to over $4,000,000 annually. The value of the product varies, like any other stable commodity, with the current market price, but a safe estimate of value for each year's output would be $6,000,000.

In summing up these subjects of coal and coke, and they should be mentioned together since the cokeries mine their own coal, there are, in all the divisions of the business, 204 collieries, employing 27,680 hands, at wages amounting yearly to $11,150,000; the value of improvements, exclusive of cost of coal lands, is $12,000,000, and the sales reach about $25,000,000 on the 430,000,000 bushels, or 17,200,000 tons mined annually.

Of this enormous aggregate fully 40 per cent. finds a market through the medium of the river transportation lines far more cheaply than would otherwise be possible.

THE RIVER INTERESTS.

Upon this material subject, as related to Pittsburgh trade, Superintendent Follansbee, the chief executive officer of the Pittsburgh Chamber of Commerce, says:

"Steam towing on the rivers of the United States has been very largely the means of resuscitating the river trade, threatened with almost extinction by the construction of railroads. By it Pittsburgh has sent forth hundreds of millions of tons of coal, iron, and general merchandise throughout the entire Ohio and Mississippi Valleys. Her position in commerce has thus been maintained and an economic check imposed upon the transportation charges in this vast territory of paramount influence."

As an example of what is claimed Mr. Follansbee cites the trip made in February, 1882, by the steamer *Jos. B. Williams*, that left Louisville for New Orleans with a tow of 26 coal-boats and barges, containing 600,000 bushels of coal, or 22,800 tons, a load far greater than any ever carried by the *Great Eastern* and without a parallel in the trans-

portation annals of any country. The charges for carriage of this immense tonnage from Pittsburgh to New Orleans, a distance of 2,000 miles, were at the rate of 4 cents per bushel, or one-twentieth of 1 cent. per ton per mile, a freight rate that, as the writer remarks, "would bankrupt any railroad in the United States."

In 1881 the boating interests of Pittsburgh were represented as follows:

	Tons.
163 steam passenger and tow boats	36,845
45 model barges	16,243
1,500 coal-barges 500 coal-boats 1,000 coal-flats	1,306,884
3,208 vessels, with tonnage of	1,359,972
Capital invested	$7,447,000
Hands employed	3,260
Freight earnings during the year	$2,400,000

Since the year named, with the exception noted below, when the above statistics were gathered for a special report, no precise figures have been preserved or are now attainable, and reference is directed to the port list of boats at Pittsburgh for the year 1886 for later figures, although the Government does not include in its port registers the barges, boats, and flats used in the carrying trade. An estimate made in 1884, however, places the tonnage of Pittsburgh in this latter class at 2,000 barges, 60 model barges, 1,200 coal-boats, and 900 flats, valued at about $7,000,000. These figures will not, it is believed, vary much from the present tonnage of these transports. In this year above given (1884) the port list of Pittsburgh shows 163 steam-vessels registered, having a total tonnage of 32,914.07, making a grand total for that year of 4,323 bottoms, with a tonnage of 1,705,514.07, employing a capital of $9,740,000, 3,500 hands, and producing revenues from freights amounting to about $3,000,000.

The completion of the Davis Island Dam, at Pittsburgh, will add greatly to the harbor facilities of the city. This work has cost the United States Government nearly $1,000,000, and furnishes a pool 7 feet deep, covering an area of 1.62 square miles, sufficient for the harborage of over 12,000 steam-boats and barges. The lock length of this dam is 600 feet, with a width of 110 feet, thus making it the largest and longest lock in the world.

From the date of the construction of the *New Orleans*, in 1811 up to the present, steamboat building has been an important feature in Pittsburgh's industrial career. It is estimated that one complete steamer has been turned out from her shops and boat-yards weekly for more than a quarter of a century, beginning with the year 1842. During this period not only have a number of iron and steel steamers of light draught been built for foreign river navigation, but fully one-half of the steam fleet navigating Western waters has been constructed here. Steam-boats for general freight and passenger service are turned out at these yards requiring only a draught of 2 feet, with a tonnage capacity enabling owners to make handsome profits at half the tolls customarily charged upon railroads for like service.

For Pittsburgh alone it is estimated that the average tonnage to the account of each steamer conveying coal and coke in tows is 5,500 per half trip.

Approaching the subject of Pittsburgh's carrying trade by river and rail, any full statement of tonnage, classification, and direction of shipments for a series of years is found to be well-nigh impracticable, owing to the lack of procurable definite data. The only statement pretending to accuracy or official character is that made for the year 1881 by Superintendent Follansbee, of the Chamber of Commerce, of Pittsburgh, in a report upon the "Commerce, Industrial, and Transportation Interests of the city of Pittsburgh," published as an appendix to the Report of the Chief of the Bureau of Statistics, Treasury Department, on the internal commerce of the United States in December, 1882.

Mr. Follansbee says:

"The shipments from this city to points below, reaching as far South as New Orleans, for the year 1881, we find to be:

		Tons.
Coal and coke, 75,000,000 bushels, or		2,884,610
Shipped by Saint Louis lines:		
Steel rails	56,576	
Bar-iron, sheet-iron, splices, glassware, etc	18,827	
		75,403
By Cincinnati, Portsmouth and Louisville boats:		
Shipments composed principally of iron, steel, nails, window-glass, glassware, plows, etc		33,750

By Wheeling, Parkersburgh and Ironton boats:		
Shipments composed as above		4,700
To Tennessee River		200
Total tons		2,998,663

The receipts of freight at Pittsburgh from these points were—

By Saint Louis boats:		
Iron ore	39,740	
Pig ore	5,020	
Flour shipstuff, oil, flaxseed, etc	1,700	
		46,460
By Cincinnati and Louisville boats:		
Composed of products of the soil, pig-iron, lumber, provisions, fire-brick, etc		28,000
By Wheeling, Parkersburgh, and Ironton boats		4,500
By boat from New Orleans		500
Total tons		79,460

This does not include tonnage of tow-boats returning with empty barges, coal-boats, and flats.

For the commercial year of 1885–'86, ended June 30, the following was ascertained to be, approximately, the transactions of Pittsburgh by river, using the same classification as that of Superintendent Follansbee.

Shipments to points below, extending to New Orleans:

		Tons.
Coal and coke, 95,000,000 bushels, or		3,800,000
Shipped by Saint Louis lines:		
Steel rails	65,500	
Bar-iron, sheet-iron, splices, glassware, etc	22,000	
		87,500
By Cincinnati, Portsmouth, and Louisville boats:		
Shipments composed principally of iron, steel, nails, window-glass glassware, plows, etc		45,000
By Wheeling, Parkersburgh, and Ironton boats:		
Shipments composed as above		6,000
To Tennessee River		500
To Cumberland River		375
Total tons		3,939,375

The receipts of freight at Pittsburgh from these points, approximated—

By Saint Louis boats:		
Iron ore	47,000	
Pig-iron	9,500	
Flour, shipstuff, oil, flaxseed, etc	3,000	
		59,500
By Cincinnati and Louisville boats:		
Composed of products of the soil, pig-iron, lumber, provisions, fire-brick, etc		47,000
By Wheeling, Parkersburgh, and Ironton boats		6,225
By boat from New Orleans		1,200
Total tons		113,925

Exclusive of tonnage of empty tows returned by coal fleet.

The foregoing figures were obtained from the owners and agents of vessels, and, as stated, are to be taken as approximations of the volume of river trade at Pittsburgh for the commercial year.

As tending to show the comparative volume of steam-boating on the Upper Ohio, the following statistics of arrivals and departures of Pittsburgh boats at Cincinnati is presented from the reports of the Cincinnati Chamber of Commerce for the years named.

Years.	Number.	Years.	Number.
1877–'78	334	1882–'83	290
1878–'79	325	1883–'84	225
1879–'80	359	1884–'85	170
1880–'81	328	1885–'86	206
1881–'82	333		

The large differences apparent between these annual statistics must not be attributed to a corresponding decline of the trade by river, but consideration should be lent to the fact that river transportation is not only subject to stages of water, but also to the fact that, of late years, steam-boating has been successfully engaged on the problem of largely increasing the trip tonnage without materially enlarging expenses.

PITTSBURGH'S RAILWAY SYSTEM.

The city's main outlet by rail to Eastern markets and the Atlantic sea-board is the Pennsylvania Railroad to Philadelphia and the Northern Central Railroad to Baltimore. Northeasterly, by means of the Allegheny Valley Railroad, the great trunk lines of the lake routes are reached, and an additional route to New York secured. Southwesterly, the Pittsburgh division of the Baltimore and Ohio system gives a second route to Baltimore, and the latter city is brought 31 miles nearer to the Ohio River than by her direct lint to Wheeling with easier gradients for hauling heavy freights.

Westwardly, the Pittsburgh, Fort Wayne and Chicago Railroad to Chicago, embraces the entire net work of Ohio, Indiana, and Illinois Railways, and also reaches the trans-Mississippi lines.

By the Pittsburgh, Cincinnati and Saint Louis Railroad not only a fine additional route to Chicago and the Northwest is opened, but a route to Saint Louis, 140 miles shorter from the Atlantic cities than by way of Buffalo and Cleveland.

The same line likewise provides a second avenue of connection with the railway systems of the Middle Western States.

Northwardly, the Cleveland and Pittsburgh Railroad affords an outlet on the lakes at Cleveland, and adds a vast territory for the marketing of Pittsburgh coal and manufactured products, and facilities for the return of copper and iron ores from the Lake Superior and Canadian mines.

By the Erie and Pittsburgh line, another direct northern route, connecting with the Lake railway systems is established.

The Pittsburgh and Lake Erie road is still another line of equal value in this direction.

There are other shorter lines, more local in operation, but each contributing important parts in making Pittsburgh the great central city of American manufactures; but the scope of this report will not admit of further special treatment under this head.

EAST LIVERPOOL, OHIO.

The city of East Liverpool, Ohio, is the first river town located on the banks of the Ohio below Pittsburgh.

Its first white settler came from Pennsylvania about the year 1799, and in a few months was joined by others from the same State, giving their settlement the name of Saint Clair, after the township in which it was situated. The place was usually termed Fawcettown, out of compliment to its first inhabitant, until 1816 when streets were laid out and the village was named "Liverpool." In 1830 the place was added to the growing list of post-offices of the new West, and was finally named East Liverpool, to distinguish it from Liverpool, in Medina County, Ohio. In 1834 the town was incorporated, although in 1850, sixteen years subsequent, the population consisted of less than a thousand souls. The town's greatest progress has been accomplished during the past twenty years. In 1850 the population was 987; in 1860 it numbered 1,308; in 1870 it had increased to 2,105; in 1880 to 5,568, and now (1887) it has upon a low estimate 8,000 inhabitants.

From a work giving a historical review of the industrial enterprises of the upper Ohio Valley, issued by the International Publishing Company, the following facts are gleaned concerning this important town:

"East Liverpool is distinguished for its varied manufactures, notably of pottery. It is in the heart of a country rich in minerals and chemical deposits, since in its vicinity are valuable beds of coal, and from wells in various parts of the city natural gas is derived for illumination and fuel for hotels, public buildings, stores, residences, and manufactories.

"The transportation facilities are fully adequate. The Cleveland and Pittsburgh Railroad here furnishes connections with all the main trunk lines intersecting the country from east to west. During navigable stages of water the Ohio River furnishes means for large commercial receipts and shipments to profitable markets.

"East Liverpool is especially notable for its potteries, and is to-day the leading center of ceramic manufacture in the Union. The town started its first yellow-ware factory in 1839, clay adapted to the requirements of that class of ware having been then discovered in the vicinity. Since that date additional small potteries were started, and a fair demand was created for their comparatively rude wares. It was not until after 1862, however, that anything like solid or artistic progress was made in this direction. The year

named was made a memorable one in the history of American pottery manufactures by the passage by Congress of an import duty of 40 per cent. ad valorem upon foreign wares of this class. This policy gave an immediate impetus to the domestic trade, and manufacturers multiplied accordingly. Under this favorable condition East Liverpool soon became the principal seat in the country for pottery goods. For the thirty years prior to 1873 only yellow and Rockingham wares were produced here, but in 1873 an enterprising firm began the production of white granite goods, and the business was profitable enough to induce others to enter the same field. Since the latter date considerable attention has been given to the manufacture of cream-colored ware and to decorative pottery, until now there are eight firms busily turning out stone china from thirty-nine kilns; four firms, with a dozen kilns, making a specialty of cream-colored ware; ten firms, owning thirty-six kilns, confining their operations to the manufacture of yellow ware, and two establishments, with five kilns, turning out porcelain door-knobs. Each white-ware kiln has an annual capacity for producing goods valued at $30,000; a 'C. C.' or cream-colored ware kiln, about $25,000, and a yellow-ware kiln, $15,000 to $18,000."

The annual product of all these potteries will average $2,000,000, and has ranged half a million dollars above those figures. The capital invested is about $2,000,000, and the value of the pottery product in 1886 was nearly, if not quite, equal to the capital invested. Almost all the capital invested is owned by residents of the city. The pottery products are distributed for sale and consumption all over the United States, the principal markets being through the West, Northwest, and South.

Messrs. Knowles, Taylor & Knowles, the largest single manufacturers of granite ware in this country, at this point, are authority for the statement that during the period when water navigation is practicable these products are shipped to Michigan, Wisconsin, and Northwestern points by rail and lake, via Cleveland, and to all Ohio River points by that river. Other markets are reached by all rail. Perhaps 20 per cent. covers the amount of products transported by water exclusively.

About 2,000 hands are employed in the potteries, whose annual wages average $750,000.

For the common grades of manufacture the raw materials are procured in the immediate vicinity of East Liverpool. For finer grades clays are brought from Wilmington, Del., feldspar and flint from Eastern Pennsylvania, Maryland, Connecticut, etc.

When river navigation is closed by ice or low water the trade along the Ohio River and its tributaries is diverted to rail routes and materially increases freight expenses. Owing to the uncertainty of navigation on the river during 1886, no shipments or receipts of pottery or materials were effected by that channel, although if the navigation should be improved as it might be large transactions would be carried on in both directions, to the advantage of every manufacturer along the channel.

The tonnage of general merchandise shipments north or south from East Liverpool by river during 1886 could not be ascertained, as no records are kept that could be summarized upon this point. A rough estimate, however, places this tonnage at 40,000 toward Pittsburgh and about 25,000 down river.

The difference between rail and water rates from this point to other points on the river is estimated at 25 per cent. in favor of the water route.

During the summer of 1887 the comparative rates by river and rail to leading market points from East Liverpool were as follows:

From East Liverpool to—	Rail.	River.
	Cents.	*Cents.*
East Saint Louis	23½	27½
Cincinnati	16	10
Louisville	19	13½
Memphis	22	15
Vicksburg	47	30
New Orleans	47	30

In addition to the pottery interests, East Liverpool has 2 foundries and machine-shops, 2 planing-mills, 2 banks, 30 flourishing retail stores, and a newly completed sewer-pipe manufactory. No details of these were procurable in the short time permitted to procure information at this point.

Mercantile supplies are largely received by rail from New York, Philadelphia, Pittsburgh, Cleveland, and Cincinnati.

So far as the record of steam-boat arrivals at this point is concerned, as is usual with the smaller cities along the river, none has been kept, and the only basis for inferring the number is derivable from the regular annual records of arrivals of Pittsburgh boats kept by the Chamber of Commerce at Cincinnati, each of these boats touching at the

East Liverpool landing upon their up and down trips. Much the same thing must be said for every other down-river port or landing between Pittsburgh and Cairo, where there is no regularly organized commercial body, and the lack of a system of reports of this character for all points is again forcibly recalled at a time when their existence would contribute so much toward making river statistics as full and valuable as they ought to be for the special information of the country at times when the public interest requires accuracy and promptness.

STEUBENVILLE, OHIO.

Steubenville, the county seat of Jefferson County, Ohio, is situated on the Ohio River, 68 miles below Pittsburgh, and at a point below the obstructions that prevent the river from being navigable to its head the year round. It is 30 miles above Wheeling and 400 miles above Cincinnati. At this point the river is about 1,000 feet in width.

The city proper extends along the right bank about 3 miles, with an average width of nearly a mile, including in its boundaries 1,676 acres. The settlement here had its origin in a block-house built to protect the surveyors of the Northwest Territory in 1798. For a long time the infant settlement languished, until a United States land office was located there and the great mineral resources of the country adjacent came to be more generally recognized. These adjuncts brought Steubenville in 1851 to incorporate as a city, and since that date it has made rapid and permanent strides in population and wealth.

The authority previously quoted concerning East Liverpool has the following to say concerning Steubenville:

"The river being at all times navigable southwardly from Steubenville, the city has thus secured to it water communication direct with the Southern markets, from which most of the raw materials come, the greater part of the year. The harbor is spacious and deep, and at low as well as high water it affords accommodation to a large fleet of boats. On the Ohio side of the river are fine, broad wharves, and an admirable ice harbor is formed by the protecting piers of the Pan-Handle railroad bridge, which breaks up the large cakes of ice into fragments as they come down the river. The advantages presented for making Steubenville the headquarters for commerce are being fully realized, and arrangements have recently been made for bringing coal by the Pan-Handle line from places adjacent to Pittsburgh to Steubenville and, by means of chutes erected opposite the city, dumping it into vessels for carriage by water to its destination. This will secure continuous and more economical traffic with the coal fields, etc., at points farther up the river, while hitherto traffic has been liable to interruption by the obstructions in the river at certain periods. Then, during the warm months of the year, packet-boats are run from here to Wheeling and intermediate points, also to Cincinnati, Pittsburgh, and Saint Louis, while many transient steamers are run to points on the Upper and Lower Mississippi, the Yellowstone, and to places in the far West. The great facilities offered for shipping necessarily enlist competition, and this secures cheap freights—an advantage of no small importance to the mercantile community. But in respect of transportation competition is not confined to vessels at the wharves, for a spirited contest for patronage is perpetually carried on by the several lines of railroads which run in and out of the city.

"The Pittsburgh, Cincinnati and Saint Louis Railway is the principal of these railroads. This line had its origin in the Steubenville and Indiana Railroad, incorporated February 24, 1848, and built by Steubenville capital, energy, and enterprise. This line was opened in 1853, after an expenditure of about $300,000 on the part of the township and city, through the public officials and private citizens. With it were associated financial troubles that deprived the original subscribers of the realization of a single dollar from their outlay. Subsequently the work of building the Steubenville and Pittsburgh Railroad was begun, and in connection with this the first railroad bridge over the Ohio was built in 1865. The two roads afterward amalgamated under the name of the Pittsburgh, Cincinnati and Saint Louis Railway, and thus was formed one of the great trunk lines of the country, with communications reaching to all points east and west. In 1856 the Cleveland and Pittsburgh line was extended to Steubenville, giving connections with the Baltimore and Ohio Railroad for the east and the Central Ohio for the west, and also with the Pittsburgh, Fort Wayne and Chicago, Atlantic and Great Western, and other roads. In 1877 the Pittsburgh, Wheeling and Kentucky road gained running powers to the city, and it established connections at its southern terminus with the Baltimore and Ohio line. It is under the management of the Pittsburgh, Cincinnati and Saint Louis Railroad Company. A narrow-gauge line also extends from this city to Richmond, forming important connections with the lake-coast systems of railways as well as with that important water-transportation route east and west.

"The commercial advantages possessed by Steubenville are not confined simply to excellent transportation facilities by land and water, but underlying the city and surround-

ing country veins of coal are found at almost every depth from the surface. Untold quantities of this mineral are easily accessible to market by driving banks in the hills. For heating or smelting purposes the coal here challenges comparison with any other. The price of coal delivered anywhere in the city is from 87½ cents to $1.25 per ton of 25 bushels for steam purposes, with coarser grades at from $1.50 to $1.75 per ton.

"While Steubenville is so favorably situated in respect of a continuous supply of cheap coal, it has an inexhaustible supply of building stone, limestone, fire-clay, iron ore, brick clay, and chemical matters. Limestone may be had in any quantities at $1 per ton delivered. Clays of superior color and quality for fire and red building brick, tiles, and terra-cotta and Rockingham pottery, hard building stone, sand, and minerals may be had almost for the digging. The light-colored sandstone found here becomes somewhat darker by exposure to the air, but is as durable as the hills themselves. Many of the most imposing public buildings in the city are built of stone quarried in the vicinity. Then the city is the center of the greatest wool-producing district, and offers advantages for the manufacture of woolen goods second to none.

"Petroleum has been found within 28 miles of the city on the north, east, and west, but not near the city. Natural gas is within easy reach of the city, and ere long an abundant supply of this will be secured for heating and illuminating purposes. Salt wells have been operated in the neighborhood from the time the city was first settled."

In point of manufacturing industries the city early took a leading position in the trade territory surrounding it. To-day more glass tumblers are made here than in any other city on the face of the globe, and one of the largest glass-pot works in the country is in full operation.

The manufacturing industries employ a capital of nearly $1,500,000, requiring the services of nearly 1,000 hands, and producing products valued at $2,000,000.

The jobbing trade of the city in all departments reaches $1,800,000 annually, fully 30 per cent. of which is carried on by means of the river, at about the same saving in freights over rail lines, as indicated by the figures of East Liverpool.

The fine railroad bridge crossing the river at this point and the traffic over it will be fully mentioned at another place in this report.

No commercial statistics have ever been kept at this point, although the population (8,000) and its important industrial elements would amply justify the labor, and this branch of inquiry, as well as that relating to the river traffic, must be referred for answer to the same points treated as to East Liverpool.

WHEELING, W. VA.

This flourishing river city was first settled in 1774, and was incorporated as a village in January, 1806, having in that period outgrown the insignificance of a frontier trading-post and taken position as one of the leading towns on the great national road traversing the new country west of the Allegheny Mountains and connecting with the more populous and wealthy East. From this point it has not only advanced to the first metropolitan position in the new State of West Virginia, but has had the honor of being the seat of State government for a period of several years. To-day it can boast of nearly 35,000 inhabitants, of as much more tributary population surrounding, and of being one of the great industrial centers of the Ohio Valley.

In this latter particular Wheeling is already widely known, and her principal product has won the *soubriquet* of "The Nail City." For years the excellence of her coal as furnace fuel has enabled successful competition with Pittsburgh in iron and foundry products. Steel was here first substituted for iron in nail-making, and steel, iron, bar-iron, in all their forms and classes, are manufactured here for the markets of the North American continent.

In glass likewise Wheeling possesses a manufacturing interest second only to nail-making. So, too, the queensware potteries have given new prestige to the city as a manufacturing center. Her lanterns, calico, furniture, and leather are used far and wide, and speak volumes for the industry, courage, and enterprise of her manufacturers. In fact, the diversity of Wheeling products is so great that it is no small task to undertake to make a complete list of the industries here established. Among the most important manufactories in iron and steel are Bessemer and foundry pig-iron, Bessemer-steel ingots, billets and nail-plate, steel nails and spikes, sheet-iron and sheet-steel, bar-iron, bar-steel and rails, cold rolled iron and steel, iron and steel pipes, muck-iron, galvanized iron, corrugated iron, iron roofing and car-roofing iron, iron cornices and shaped iron for builders, stoves and grates, hollow ware, engines and boilers, nail-machines, steam-boat machinery, iron vats and tanks, iron chimneys and stacks, stove-pipes, machinery and castings of all kinds, hinges, staples and hooks, iron washers, tacks, hobnails and wire-nails, garden rakes, fire shovels and pokers, iron measures, files, bed-springs, and general iron castings and forgings. In the line of pottery, glass, etc.: Flint and lead glass

table ware, crystal and colored globes and shades, glass chandeliers, ink-stands, and lamps, lanterns and lantern-globes, bottles, flasks, jars, and cruets, both crystal and colored, table queensware, porcelain china, decorated ware, pottery of all kinds, stone crocks and jars, and earthern flower-pots. In woodwork: Wagons and carriages, hubs and spokes, axles, sashes, doors, shutters, barrels, kegs, staves and bungs, hard-wood tierces and casks, wood and paper boxes and box lumber, sawed and planed lumber, furniture, founders' patterns and models, bent wood. In textile fabrics: Calico, stockings, gloves, and suspenders, printing and wrapping paper, leather, sails, awnings, and tents. In metal working: Brass and bronze foundry, tin and sheet-iron ware, copper kettles, copper steam-pipes, electro-plating. In breadstuffs, provisions, and general merchandise: Pork-packing, flour and meal, roasted coffee, baking powder, ground spices, mince-meats, canned goods, preserves and jellies, crackers, candy, butterine, soap and candles, illuminating and lubricating oils, cigars and smoking tobacco, beer, wine, and ale, books and blank-books, combs, brushes, baskets, brooms, brick and lime, chemicals, matches, glue, saddle-trees, saddles and harness, trunks and valises, monuments and headstones, coke.

In addition to this striking category of industrial pursuits and products found in the city proper, there are other industries inseparably bound to Wheeling by the ties of business, of investment, of locality, and of common interest in every direction. Wheeling capital is largely invested in the factories of Bellaire, of Martin's Ferry, of Bridgeport, of Brilliant, of Mingo, of Wellsburgh, and of Moundsville. These communities afford, in addition to those already named, manufactures of hydraulic cement, whips, window-glass, glass molds, glass-melting pots, agricultural implements, mining tools, semolino, etc.

Probably one-half of the entire population of the city are engaged in manufactures as employers, factors, or artisans. Nearly $7,000,000 are invested in her 300 mills and factories, and the annual product of manufactured goods approximates $12,000,000 in value. Of this product probably 30 per cent. is conveyed to market by way of the Ohio River, 12 per cent. being forwarded to Pittsburgh or points between, and the remainder to lower river points. Seventy per cent. is marketed by rail, of which 25 per cent. is taken by the Baltimore and Ohio lines to eastern cities, and 30 or possibly 35 per cent. to western markets by the same line and its connections; the remainder goes both north and south along the lines of the Pittsburgh, Wheeling and Kentucky division of the "Panhandle" system, the Cleveland, Lorain and Wheeling, and the Ohio River railroads. These same routes bring raw materials and general merchandise into the city from other producing points in nearly the same proportion as to routes and points of supply. The Ohio River Railroad is now being extended along the eastern bank, so that the vast coke, iron ore, and lumber products of the Kanawha and New River valleys will soon be brought to her doors by the more rapid means of rail transportation, and her manufactures will thus receive added impetus and firmer establishment.

Unfortunately no commercial or industrial statistics are kept at Wheeling by any authority, and it is impracticable to give more than the foregoing general treatment to a most important subject.

For a statement of tonnage by rail across the river, 4 miles below Wheeling, from Bellaire, Ohio, and a description of the bridge at that point, see the appropriate divisions of this report.

The ferriage business between Wheeling, on the east bank of the river, and the neighboring towns of Bellaire, Martin's Ferry, and Bridgeport, Ohio, is largely passenger traffic and transfer of finished goods for shipment west from Wheeling manufactories. No record of tonnage is kept by the ferry officials, and the tonnage can not be even averaged by any reasonable process. For boats engaged in this transfer business reference is made to the list of vessels registered at the port of Wheeling.

BELLAIRE, OHIO.

Bellaire, located upon the Ohio side of the river, about 4 miles below Wheeling, W. Va., is as fully entitled to be called "The Glass City" as Wheeling is to be known as the "Nail City."

The principal glass manufactories located at this point are classified as follows:

Articles made.	Number establishments.	Capital.	Number hands employed.	Annual value of output.
Window glass	4	$220,000	325	$350,000
Tableware, etc	4	375,000	755	590,000
Lanterns, etc	3	85,000	150	135,000
Bottles, etc	1	50,000	100	100,000

OTHER LEADING INDUSTRIES.

Stoves and castings	1	200,000	90	375,000
Tinware, stamped	1	40,000	30	150,000
Cement-mills	1	50,000	75	125,000
Flour-mills	2	125,000	40	320,000
Glass-house pots	1	20,000	25	75,000
Cooperage	2	115,000	150	350,000
Planing-mill, etc	1	75,000	25	125,000
Steel nails, billets, etc	1	500,000	700	2,000,000

In several of these establishments natural gas has heen introduced as fuel from the Wheeling Company's pipe line, and the result has been, as elsewhere, to greatly improve the cheapness and superior excellence of the manufactured product.

Of Bellaire's trade by river, tonnage, classification, and value not ascertained, fully 90 per cent. is first transported to Wheeling and loaded upon boats of regular lines which do not touch at Bellaire, for down-river freights, of which the percentage shipped in this way is nearly represented by the figures named. The down-river markets include every important city or landing on the Lower Ohio as far as Cincinnati, which serves as a final reshipping and distributing point. Occasionally direct through shipments are made to Mississippi River points, but not often.

The East and West shipments by rail are carried over the Baltimore and Ohio Railroad, and find markets at most cities and towns in the territory reached by that line and its connections. The tonnage thus carried can not be certainly approximated. The railroad keeps no local tonnage statistics for this point, and can only furnish a statement of gross tonnage carried across the bridge at Bellaire.

A considerable amount of merchandise is carried north and south by rail by the roads extending in those directions along the river; as far as Steubenville on the north and Marietta and Belpre on the south.

The development of the present railway system has not interfered materially with shipments by river at boating stages or seasons of open navigation, but in the annual aggregate the railroads have gained an advantage from the traffic diverted to land lines when the river has offered no facilities.

So far as freight and passenger rates are concerned between competitive points of trade and population the river interest has, to all appearances and by all accounts suffered little, if anything. As a general rule, the rates by river for freights and passengers for corresponding distances are about 15 per cent. less than by rail.

Bellaire draws her general supplies of raw materials and general merchandise for local trade and manufactures from nearly every point of the compass, and to discriminate between amounts of each commodity and its source of supply would be impracticable in the absence of all statistics bearing upon the subject.

BRIDGEPORT, OHIO.

This town, located opposite the city of Wheeling, has considerable importance as a manufacturing and shipping point. It is connected with Wheeling by a bridge, crossed by a line of street railroad, as well as by a ferry.

The principal industries are as follows: An iron and steel manufactory, having 32 puddling furnaces, a scrapping furnace, a three-high muck, two sheet, one plate, a guide and a break-down mills with the requisite heating and annealing furnaces. Its product consists of bars, sheets, plates, small T-rails, and street rails rolled either from iron or soft steel. This mill uses natural-gas fuel, has a capital stock of $400,000, and gives employment to about 600 workmen; a large planing mill, doing an extensive lumber business; an extensive foundry and general machine shop; a brick factory, turning out about 10,000,000 brick annually; two large roller flour mills; a stove foundry; a concern largely engaged in manufacturing glass jars and bottles, and the Wheeling Creek Coal Company, a corporation operating extensive mines of fine coal a few miles west of the town.

It is chiefly as a cross-river shipping point for Wheeling manufacturers that Bridgeport takes commercial position, as the Cleveland and Pittsburgh, and Cleveland, Lorain and Wheeling lines pass through the town, and receive and discharge large consignments of freight from and for Wheeling. As usual, however, no statistical records are kept here of this class of business; and the railroads are unwilling to undertake the labor of working out these details for the present purpose without being reimbursed for the very considerable expense which would thereby be entailed.

MARTIN'S FERRY, OHIO.

This thriving city of 8,000 inhabitants is located on the river just opposite the upper portion of Wheeling. It has the same railroad advantages possessed by Bridgeport, and, like that town, is thriving as a manufacturing point.

Besides the Laughlin mill, which is one of the largest steel-nail factories in the world, there are located here the blast furnace of the Berwood (Wheeling) Iron Works, employing 50 men and producing from 65 to 75 tons of Bessemer pigs daily; an establishment for the manufacture of self-feeding nail machines; a novelty steel mold works for making all sorts of glass-makers' shapes; a foundry and machine shops for producing roll-mill, blast-furnace, and steel-plant castings; two large stove foundries; a keg and barrel factory, turning out a million packages annually; a couple of large glass works, manufacturing lamp chimneys, lantern globes, bar goods, lamps, tableware, etc.; the Ohio Wine Company, making 100,000 gallons of fine domestic wine per annum; two large planing mills; two factories of threshing machines for grain, besides a number of other minor establishments.

The same remarks made concerning the trade of Bellaire are applicable to Martin's Ferry.

MARIETTA, OHIO.

This city was the initial settlement made in the Northwest Territory, and will celebrate the centennial of the settlement in April, 1888. The place now has about 8,000 inhabitants, not counting the 2,000 inhabitants of Harmar, located just opposite on the southern shore of the Muskingum River and practically united to the larger city.

Marietta's situation at the mouth of the Muskingum and upon the borders of the Macksburgh oil and coal fields, gives her a favorable commercial position and a large importance in the trade of the territory surrounding for a radius of more than 50 miles in every direction.

Her principal manufactories are: A large foundery and stove works, a chair and furniture factory, an extensive tannery, a hub and spoke factory, two considerable petroleum refineries, and several large saw-mills, some of which are connected with boat-building interests of a minor class.

In Harmar there are: A factory of canned goods and refrigerating depots for perishable goods, such as eggs, fruits, and vegetables, a foundery manufacturing stoves, a grindstone mill and two large oil refineries.

The two cities are reached by the Cleveland and Pittsburgh, Cincinnati, Washington and Baltimore, and Marietta Mineral Railways, and a new line extending from Zanesville, Ohio, along and down the Muskingum River to Harmar is in course of construction.

Concerning the refining of petroleum oils, which is the most important industry for each of the cities named, the following particulars were obtained from one of the leading capitalists engaged in this branch of trade:

Crude oil is refined annually at Harmar and Marietta to the extent of 100,000 barrels. This average obtains since 1880.

Of this product three-fourths is shipped by rail, going south and west; one-fourth goes down the Ohio River by boat. About 75 per cent. of the product of the refineries is coal-oil, and the estimated value of the same is: Refined product, $300,000; benzine, tar, etc., $50,000.

The river rates on these goods to Cincinnati (and the same may be said generally concerning general merchandise freights in that direction) are about two-thirds of the rates charged by rail. A like difference exists in the river and rail rates to Louisville and Memphis, although this disappears from the tariff to New Orleans. Thus it is apparent that transportation by river to these upper river points continues cheaper than by rail. To Saint Louis the competition of rival railway lines has made rates lower than by water.

The chief factor opposed to cheaper river transportation is the usual closing of the river for a period of three months each year by ice, and the uncertainty of a boating stage during a month or six weeks more during each summer. There is the desideratum of greater speed of conveyance also to be urged in favor of rail transportation, which at certain times of extraordinary demand for supplies is a most important consideration and will nearly always give the railroads the preference.

The trade coming out of the Muskingum at Marietta and Harmar consists largely of grain, live-stock, and farm products. Considerable hard-wood timber is rafted down to the Marietta mills, but no special statistics are kept here. So far as could be learned the tonnage and classification of freights to and from this point are given in the general table showing the commerce by individual boats plying the Ohio River and its tributaries.

PARKERSBURGH, W. VA.

The next point of importance on the river below Marietta is Parkersburgh, W. Va., a city of about 15,000 inhabitants, and the second in size in the State. Like Wheeling, it has been for a time the seat of State government, now removed to Charlestown, a more central position. Situated at the mouth of the Little Kanawha, it early enjoyed a large tributary trade up the Kanawha Valley, and held a considerable share of the trade passing up and down the Ohio.

The city owes much of its present commercial prosperity to the Baltimore and Ohio Railroad, whose main line terminates here, and is represented by valuable investments in shape of warehouses, machine-shops, etc. The Cincinnati, Washington and Baltimore line also has its eastern terminal here, and the magnificent bridge crossing the river between Belpre and Parkersburgh is owned by the former company. For particulars concerning this bridge and the transfluvial traffic, reference is made to the corresponding divisions of this report.

The leading industries of Parkersburgh are: First, the refining of petroleum; second, flour manufactures; and next, saw-milling and lumber products. Aside from these there are the usual mechanical industries to be found in a city of this magnitude, all of which enterprises are steadily growing, and represented to be in a most flourishing condition. The city has a large number of handsome buildings, is well laid out, paved and lighted, and enjoys a magnificent system of water-works recently constructed.

The establishments refining petroleum oils are three in number, and turn out annually about 300,000 barrels of coal-oil, valued at nearly a million dollars, and about $500,000 worth of other residuary products. These goods are shipped principally to Eastern and Western markets by rail; only about 20 per cent. going to market down the river. The same conditions mentioned concerning the trade at Marietta will also apply to the Parkersburgh refineries. Nearly all the crude petroleum of West Virginia and Southern Ohio is handled by the refineries of Marietta, Harmar, and Parkersburgh, a small portion being shipped by rail in tanks to the Cleveland refineries, operated by the Standard Oil Company.

The product of flour from the Parkersburgh mills has an extended sale, reaching nearly all points on the lines of railway centering here, and a considerable amount going to markets on the lower Ohio and Mississippi Rivers for distribution in the Southern States. The output of the lumber mills reaches a market by rail, principally. Supplies of raw material are conveyed to Parkersburgh mainly by river. From the Little Kanawha hard-wood rafts, coal, and petroleum are received, but the quantity or value could not be ascertained. From Charleston and Elizabeth, W. Va., large supplies of grain, etc., are drawn by the boats running through the country between those points and Parkersburgh, and reference is made to the table of statistics covering the details of river transportation for information upon these special points.

It is stated by local authorities that the passage of the interstate-commerce bill has had a tendency, so far, to benefit the river interest at this point, and that an appreciable increase in water transportation has been made since the law went into active operation. How long this may be maintained, in face of the readjustment of rates based upon mileage by rail between common points of competition remains to be seen, but there is unquestionably, at present, a feeling of satisfaction among river men over the outcome in view of their recent experience.

There are three packet-boats running tri-weekly trips each between Parkersburgh and the head of the regular navigation on the Little Kanawha at Elizabeth, W. Va. These boats take up on each trip conjointly 2,476 tons of freight and bring down 3,130 on a fair average during boating stages, *i. e.*, about thirty-seven weeks during each year. The down freights consist largely of native agricultural products of the region, tan-bark, etc., and the up shipments consist of general supplies for the adjacent country, which are mostly handled by jobbers at Parkersburgh. For such particulars concerning this trade as could be procured from parties connected with it, reference is made to the schedule table of bottoms and tonnage engaged in Ohio River commerce.

In former years, before the advent of the numerous light-draught boats built for trade on the tributaries of the Ohio River, there was a considerable flat-boat traffic out of the Little Kanawha in native products to down-river points, extending as far as New Orleans on some occasions; but this form of traffic is now principally confined in a comparatively small way to the rafting of logs of hard wood down this stream to the mills at Parkersburgh, and for rail transshipment to Eastern and Western markets In this way much of the ash, walnut, and cherry timber has been carried from the forests adjacent to the Little Kanawha where railroads are not located near enough to make all-rail transportation feasible. There is, unfortunately, no regularity of shipment in this class of traffic, and no statistics kept either at receiving or shipping points that could be made available for the purposes of this report.

The trade between Parkersburgh and Muskingum River ports and landings extends as far as Zanesville, the head of navigation on that tributary stream, and consists of refined oils, foundery castings, and some hard-wood lumber on the up trips, and general merchandise, and on the down trips, of glassware, agricultural implements, brick and tile, leather, canned fruits and vegetables, flour, manufactured tobaccos, woolen goods—spun and woven—and a great variety of other miscellaneous goods. Considerable poplar and white-walnut timber is rafted down the Muskingum, but it nearly all is consumed by the Marietta furniture factories and lumber mills.

The volume of this trade has not varied much for a number of years, neither will its classification or value be found to depart very far from the figures given in the special tables of river traffic.

The approaching completion of a line of railroad between Zanesville and the mouth of the Muskingum, along the southern bank, will give this trade all-rail facilities and impair the present trade by river very greatly.

POMEROY AND MIDDLEPORT, OHIO.

The next landings and towns of importance on the river below Parkersburgh are Middleport and Pomeroy, on the Ohio side. These places are about 4 miles apart, Pomeroy being the farthest down. Both towns are largely engaged in mining and the manufacture of iron, although a fine trade is drawn from the rich agricultural regions lying back from the river.

Middleport has a steamer, the *Luella*, making tri-weekly trips to Gallipolis, down river, and return, carrying 25 passengers and an average of 11 tons of freight per round trip; also a boat making trips to Louisville and way landings, weekly, carrying 30 passengers and 14 tons of freight on each average round trip. The town is also a point of call for all the boats of the Pittsburgh and Cincinnati Packet Line, and contributes a heavy tonnage of freights both ways.

Pomeroy, the larger of these towns, has a wealthy iron interest, as well as a heavy investment in coal, and enjoys a correspondingly large trade, both by river and rail. It has direct railway connection at Athens with the Cincinnati, Washington and Baltimore main line, and sends a considerable tonnage of coal and pig-iron freight both east and west by that means, and the line to Gallipolis, extending down the river, likewise carries much to and from Pomeroy that formerly went by rail.

Down-river shipments of coal and iron products, however, to Cincinnati, Louisville, and other lower-river markets, are continuous at good boating stages, are cheaper than by rail, and at the same time profitable river freightage.

The tonnage of merchandise, etc., could not be ascertained, as no statistics are kept for publication by any organized commercial body.

The general effect of railroad competition upon river traffic, so far as individual opinions of leading shippers and steam boat-men could be gathered, has been to reduce both the volume and rates of that class of freights. Since the interstate-commerce law went into effect river men are practically unanimous in saying that their interests have been considerably benefited and their traffic appreciably increased upon the basis of long hauls. There is no portion of the river better calculated to afford a nearly accurate estimate of the effect of the law just referred to than this lying between the Little Kanawha and the Big Sandy, for the reason that here a large number of supply points of original freights adjoin the main river, most of which on one side have no rail facilities and on the other side abundant rail connections, and all at the same time situate about equally remote from any great commercial center. Thus the facilities for careful comparisons upon this point with other sections of the river are most favorable. Between Louisville and Cairo, when that portion of the field comes to be considered, quite a different condition of things will be found to exist due, no doubt to the marked difference in that region in means and facilities of transportation.

The remaining points concerning the volume, classification, and value of Pomeroy's regular river trade will be found in the schedule table published on subsequent pages.

POINT PLEASANT, WEST VIRGINIA.

This place holds a similar commercial relation to Gallipolis, Ohio, that Pomeroy and Middleport sustain to one another, being but a short distance apart, having very much the same character of trade, and being on a fair equality so far as railway communications are concerned.

Point Pleasant has a present population of 2,500, and is an enterprising place, certain to rapidly enlarge in every material and social way. The county of which this is the seat of justice has a population of 27,000. The facts presented concerning Point Pleasant

are due to Col. John Smith, who is one of the very few men living along the river evincing interest enough in this special inquiry to answer categorically and intelligently the circular letter B of the Department.

There are here in active operation nine manufacturing establishments, namely: 1 furniture factory, 2 flour mills, 1 soap factory, 1 saw mill, 1 boat-building factory for skiffs, etc., 1 foundry and machine shop, one steam tannery, and 1 steam brick works. In the county there are 20 manufacturing plants exclusive of those in town, namely: 7 salt works, 4 saw mills, 2 flour mills, 4 coal mines, two bromine works, and 1 boat-building establishment. Nearly all of these are of long establishment; precise dates not accessible.

During 1886 the salt works turned out a product valued at $350,000; the saw mills, about $50,000 of hardwood lumber; the flour mills products, valued at $40,000; the coal mines yielded about $25,000 each; the bromine works, $10,000 each; and the boat factories about $10,000 each. The product by trade measurement was not ascertained for either of the establishments. The capital invested is about as follows:

Salt works	$350,000
Coal mines	100,000
Saw mills	50,000
Bromine works	10,000
Boat-building	20,000

Nearly all of the capital invested is owned by residents of the county.

Of these manufactured products the salt finds its main distributive market at Cincinnati, and the furniture and bromine at New York. Lumber and boats are shipped almost wholly down the Ohio River to Western markets. Fully nine-tenths of each kind of manufacture goes out of the State, and nearly all is shipped by the Ohio River.

The operatives employed in each of these manufactories are as follows: In the coal mines, between 50 and 100; salt works, 50; bromine works, 4 or 5; saw mills, 12 or 15; furniture factory, 100; flour mills, 6 or 8; boat-building concerns, 50. Common laborers receiv $1 per day as wages, and the pay ranges for different grades of skilled labor up to $3 per day. The amount disbursed for annual wages in these factories, etc., could not be learned. The raw material of manufactures is produced mainly in this county. When navigation by river is closed it reduces local commerce, and the factories, mines, etc., ship very little of their outputs.

Questions numbered from 16 to 21, inclusive, of the circular of inquiry Colonel Smith was unable to answer.

River freights are about $2 per ton cheaper than rail rates from Point Pleasant to other points on the river touched by rail, and there is no special departure from this figure at any season when boats are running. The competition of railroads has materially lessened the volume of passenger carriage by river, but has not affected the freight traffic. No rates are made from here by river to points below Cincinnati; everything of freights going below that point is always rebilled there, so that the following rates between Point Pleasant and Cincinnati govern the traffic at all seasons:

		Cents.
Salt	per barrel	.10
Flour	do	.10
Wheat	per bushel	.04
Corn	do	.05

Very nearly all the shipments and receipts by river at this point are carried by the Cincinnati and Pittsburgh boats and by the Pomeroy line.

The Big Kanawha unites with the Ohio at Point Pleasant and the latter river is bridged here by the Kanawha and Ohio Railway, for a description of which structure reference may be made to the portion of this report relating to the subject of Ohio River bridges. The bridge over the Kanawha here was constructed by the Ohio River Railway.

There are a couple of boats engaged in the Kanawha River trade between Point Pleasant and Charleston, the capital city of West Virginia. Statistics of freights, etc., for this line are found in the appropriate schedule made a part of this report.

The ferriage between Point Pleasant and the Ohio shore at Gallipolis is insignificant, the principal business being passenger transfers, amounting to an average of 16 daily and 5 tons daily of miscellaneous freights. Nearly all of this is from Gallipolis to the West Virginia side, and the business occupies about five months in each year, the freight being mainly brick and lumber. The principal freights out of the Kanawha are timber, lumber, salt, etc. In the autumn there is a considerable flat-boat traffic proceeding from the Kanawha to Ohio River points as far down as Louisville, the cargoes consisting principally of apples and potatoes. No statistics of the volume or value of this trade are procurable, but it is admitted that within this decade the business has very largely fallen

off from its previous proportions. This fact is attributed to the enlarged carrying capacity and active competition for freights between the numerous light-draught boats running "independent," and the regular line boats, for this class of trade. The day of the old-fashioned "broad-horn" in boating annals is nearly ended so far as Ohio River commerce is concerned. Besides the cause alluded to as special, the improved system of towing has had much to do with demolishing this steamless fashion of navigation. What is said here concerning flat-boating out of the Kanawha is equally applicable to the Big Sandy, the Kentucky, the Cumberland, the Wabash, the Tennessee, and every other navigable tributary of the Ohio.

There is but little wholesale trade done at Point Pleasant, save in the matter of domestic manufactures, and no statistics are kept of the amount of sales. Mercantile supplies are received by river from Cincinnati and by rail from Philadelphia, New York, and Baltimore. The distributive trade does not extend beyond the county, and Gallipolis is the principal competitor for trade coming out of the Kanawha region and from points above and below on the Ohio River. For many years past, during open navigation, the steam-boat arrivals at this place have averaged 20 per day. There are no statistics to show the total annual tonnage for any past year.

GALLIPOLIS, OHIO.

This town is situated on the Ohio River, about 5 miles below Point Pleasant, and has about 8,000 inhabitants and the usual manufacturing enterprises found in border communities of this size. Its river and railroad commerce about evenly balance. It has up-river rail connection with Pomeroy and connection to the northwest at McArthur with the Cincinnati, Washington and Baltimore Railroad, formerly known as the Marietta and Cincinnati Line.

No statistics of consequence or of accuracy could be gathered here, although most diligently sought, nor, so far as could be learned, have any ever been published concerning the commerce or industrial investments of the town.

All the regular packet lines plying the river between Cincinnati and Pittsburgh touch here for freight and passengers, and obtain a fair share of business in both, which is not separated in the general schedule of river commerce for obvious difficulties in the way.

A local line, comprising two boats, alternate daily trips between Huntington and Gallipolis, carrying an average of twenty passengers to the round trip and 18 tons of freight of a general character. A boat likewise makes regular daily trips between Pomeroy and Gallipolis, that averages twenty-five passengers and 10 tons of freight daily.*

Between Charleston, W. Va., and Gallipolis two boats alternate round trips tri-weekly, carrying an average of thirty passengers and 15 tons of assorted freight per round trip.

Between Gallipolis and Middleport, Ohio, a small steamer makes tri-weekly trips, carrying an average of twenty-five passengers and 11 tons of miscellaneous freight.

There is also a boat making semi-daily trips between Point Pleasant and Gallipolis in the nature of a ferry. This craft averages eight passengers and 2½ tons of freight to the round trip.

The above lines comprise about all that can be said concerning this town, and further particulars may be learned from the schedule list of Ohio River boats, their tonnage, etc. The railroads touching here and at Point Pleasant, on the opposite shore, do not keep statistics in a shape that renders it possible to show the tonnage or classification transferred between the points named by ferriage or by consignment to either up or down river lines.

HUNTINGTON, W. VA.

This town has gained prominence mainly through being at the mouth of the Guyandotte River, which in the last quarter of a century behind the present decade furnished a distributing point for interior products of the mountain region of the Virginias unsurpassed by any other along the river frontage between Pittsburgh and Cincinnati. Here the stores of supply for the trapping regions were once located, and the mountaineers brought their peltries and the products of small farms to be forwarded to the best market. The aggregated "plunder" of the Scioto, Big Kanawha, and the half-dozen minor streams permeating this vast region all contributed of their stores and products to swell the flotilla of flat-boat loads gathered for the voyage down the Ohio, when, in the words of the old boating song that has so often echoed among the cliffs and wooded shores of La Belle Riviere:

> The river is up, and the channel is deep,
> The stream flows steady and strong.

Now, however, the advent of the Chesapeake and Ohio Railroad, creating a great through route between the South and West and the Eastern seaboard markets, has nearly wiped out these primitive means of transportation, and the numerous swift, light-draught steamers now in the watery field between Pittsburgh and New Orleans have contributed to finish the old transportation régime.

The old town now has a busy population of at least 5,000, which is growing rapidly with the swift development of the rich mineral and agricultural fields lying adjacent and behind the city.

The freights handled here by river are carried principally up and down by the Cincinnati and Pomeroy Line, by the Cincinnati and Pittsburgh boats and the vessels of two local lines; one of the latter running hence to Portsmouth and the other to Pomeroy. (See schedule of boats, etc.) The estimated amount of freight conveyed to and from Huntington, by the city wharf-boat reckoning, is about 100 tons daily, consisting of a wide range of products of the field, forest, and mine. The steamer *Louise* makes daily round trips between Huntington and Portsmouth and handles about 100 tons of freight daily through the boating season. The steamer *George Strickler* runs between this point and Pomeroy, making daily trips each way, and handles about 50 tons per day of various freights. No boats, except flats or rafts, run up or out of the Guyandotte, and no estimate of tonnage for that stream could be procured. The Chesapeake and Ohio Railroad (now known as the Newport News and Mississippi Valley Railroad), has a wharf-boat here, and formerly a large amount of freight was transferred from the river to the railroad for shipment direct to Eastern markets, but since rail extension westward along the river has been made nearly all this class of freight goes direct by rail. The ferry business here does not amount to much, as there is no railroad on the Ohio side to make a regular transfer business; consequently ferrying is only carried on between Huntington and a couple of small villages on the west bank that have no other trade outlet or accommodation. The railroad brings large quantities of pig-iron and considerable crude ore to the river for water transportation to Pittsburgh. Last year the tonnage of this class of freight aggregated nearly 80,000 tons. Huntington draws a large portion of her merchandise supplies from the river and distributes them to the mines and stores in the back country.

No historical sketch of the city or of its commerce, nor statistics of manufactures, etc., could be secured.

CATLETTSBURGH, KY.

This town is located on the west bank of the Big Sandy, at its confluence with the Ohio River, and is likewise reached by the Newport News and Mississippi Valley Railroad. It occupies an important position on the river as a reshipping and distributing point for the products of the Big Sandy country, than which none is richer in minerals, fine timber, and agricultural products, although the town itself is comparatively insignificant and primitive. It is here that the "broad-horn" traffic survives more than at any other point along the entire length of the Ohio.

The Big Sandy is navigable at ordinary boating stages as far as Louisa, Ky., 75 miles up that stream, penetrating, as already intimated, through vast forests of hard woods, almost undisturbed stores of iron and coal of inexhaustible dimensions, and opening a way for the simple but necessary and valuable products of Eastern Kentucky and Western Virginia farms to reach profitable markets.

The principal river traffic is enjoyed by the regular Cincinnati, Big Sandy and Pomeroy, and the Cincinnati and Pittsburgh boats. The steamer *Louise*, on her trips between Huntington and Portsmouth, succeeds in picking up about 100 tons daily at this point, and the irregular boats sometimes cut in and steam off with large loads, despite their more legitimate rivals.

The local wharf-boat handles about 50 tons daily for up and down river ports, all the year round, as an average.

The *Ingomar*, *Spenlock*, *Frank Preston*, *W. B. Jones*, *Sonoma*, and *Independence* are the boats constituting the regular Big Sandy fleet, and bring out to the Ohio sorghum, beans, wool, feathers, dried and green fruits, and vegetables, with enormous quantities of flint hides, peltries, and lumber. They carry up groceries, dry-goods, ironware, hardware, and salt, and a general assortment of supplies for the interior region.

The tonnage going up the Big Sandy will average at least 100 tons daily for five months every year; going down into the Ohio, the daily average tonnage for an equal period is not less than 50 tons. The value of the down freights is estimated at about $5,000 daily. Of the value of up freights no estimate could be obtained.

The Newport News and Mississippi Valley Company brings a large tonnage of freights to the river at Catlettsburgh, for transfer up and down. This consists largely of clothing, dry-goods, boots and shoes, etc., but the reports of the company do not show the proportion of each nor their values.

There is an immense flat-boat traffic out of the Big Sandy into the Ohio River at this point. It is estimated that not less than 100 of these boats float down to Catlettsburgh annually, loaded to the water's edge with staves, hoop-poles, tan-bark, fruits, and vegetables, and considerable coal, iron ore, and grain. On their return trip, towed up by the steamers plying the Big Sandy, they are again loaded with general merchandise

supplies, and thus are enabled to make considerable profits. Many of them pass down the Ohio, disposing of freights, as far as Cincinnati and Louisville, and often as many as 20 will pool their interests, fasten together into single tows, and make the voyage with the aid of steam.

There being no cross-river railway connection made at this point, the ferry business is both limited and local, as it is at Huntington. The average business, the year round, for the ferry line is about 15 passengers and 5 wagon-loads of farm "truck" daily.

No information concerning comparative rates to competitive market points by rail or river could be obtained here, but it is safe to say that the difference the year round is insignificant.

The interstate-commerce law, however, has had no appreciable effect upon passenger rates to or from this point. It has, on the contrary, it is stated, operated to largely increase the through business of the Cincinnati and Pittsburgh boats, both in respect of passengers and freight tonnage.

The industrial enterprises of Catlettsburgh are yet in their infancy, and, as might well be expected in the circumstances, no accurate estimates of capital, labor, wages, or products are procurable.

IRONTON, OHIO.

This is the county seat of Lawrence County, Ohio, and an important point in the river trade. It has a present population of about 10,000, and considerable investments in iron working and minor manufactures, aggregating, as nearly as could be ascertained, $550,000, and turning out products valued at $600,000 annually, consisting mainly of agricultural implements, pig-iron, flour, and furniture. It is the terminus of the Cincinnati Eastern and a branch of the Scioto Valley Railroads, the former extending westward along the river to Portsmouth, the next point of consequence down the river, and the latter opening a commercial route to the northern lakes.

The city is a stopping-place for all the regular lines of steamers plying the river between Pittsburgh and Cincinnati, and furnishes to these boats large quantities of miscellaneous freights and receives considerable in return. No statistics have ever been kept locally of these transactions, and the tonnage and values of freights carried to and from Ironton are necessarily merged in the annual business of the boats which pass and touch here, as given in the general schedule of river commerce elsewhere in this report.

The same must be said of Ashland and Greenup, Ky., a short distance, respectively, above and below Ironton, each of which has a large trade by river, but possessing absolutely no facilities for ascertaining amounts or values for the precise purposes of this work.

There is a boat making weekly trips between Ironton and Pittsburgh, carrying an average of 25 passengers on the round trip and about 400 tons of general freight; also a boat plying tri-weekly between Ironton and Pomeroy, averaging 20 passengers and 45 tons of freight to the trip. With these exceptions the river trade is monopolized by regular lines, as above specified.

The railroads carry about two-thirds of the general freight received by the city and convey away one-third of the manufactured products. Rates by river and rail show nearly the same differences as for points above, where the two modes of transportation come into competition, the general average being rather in favor of the river from and to common market points.

PORTSMOUTH, OHIO.

This place was laid out and established in 1801. At the lower end of the town plat the Scioto River approaches within sixteen to twenty rods of the Ohio, and then, by a broad sweep, recedes and enters the latter at Alexandria, a mile below.

From 1810 to 1820 the settlement slowly but steadily improved as the rich country around became cleared and cultivated, and a considerable business intercourse grew up between Portsmouth and the Upper Scioto Valley by means of keel and flat boats navigating the Scioto. Much of the produce, corn, pork, flour, and whisky was brought down in this way and reshipped or floated directly through to Lower Ohio and Mississippi River markets, sometimes as far as New Orleans.

On the completion of the Ohio and Erie Canal, in 1830, Portsmouth took a fresh start, and her commercial prosperity from that date to the present has been almost unimpeded. The advent of railroad connections in 1850 has completed what was previously lacking to her permanent trade, and the fact that, from a place of not quite 2,000 in 1840 she has reached a population of nearly 15,000 is sufficient evidence of industry and enterprise properly rewarded.

The manufacturing interests of the city are now taking on large proportions. The principal products of these establishments are iron, machinery and boilers, stoves, road-scrapers, steel springs, wagon materials, wagons, buggies, wheelbarrows, railroad cars, fire-brick, sawed stone, furniture, boots and shoes, paper, soap and candles, brooms, saddles and harness, hosiery, knit and woolen goods, cooperage, distilled and malt liquors, tobacco, etc. The value of these products is estimated at nearly $5,000,000 annually, while the sales of general merchandise will aggregate fully as much additional. No special statistics are kept here and precise figures are unprocurable.

The city has ample competitive facilities for transportation. On the north the Scioto Valley Railway connects it by air line with Chillicothe, Columbus, and all Central Ohio points. On the east 40 miles of water transfer brings its products to the Newport News and Mississippi Valley line. A branch of the Cincinnati, Washington and Baltimore lines provides connections with the Baltimore and Ohio system to Eastern cities and with Cincinnati and the West, and the Cincinnati and Eastern Railroad, running west, connects the city by a direct line with Cincinnati.

The down-river traffic from Portsmouth is carried on by the Cincinnati, Portsmouth, Big Sandy, and Pomeroy line, and by the steamer *Handy No.* 2, with unimportant exceptions. Up-river shipments are made by the steamer *Louise*, and the Cincinnati and Pittsburgh line, or by Wheeling boats.

The *Handy No.* 2 runs between Portsmouth and Maysville, Ky., making daily trips, six times per week, and carries about 50 tons of freight per round trip. This freight consists principally of general merchandise and lumber, and averages about $5,000 in value per trip.

The steamer *Reliance* makes six daily trips per week between Portsmouth and Vanceburgh, Ky., carrying about 20 tons of freight daily, made up of general merchandise and wagon materials, averaging a trip value of $2,000.

The steamer *Boone* runs from Cincinnati to Charleston, W. Va., touching here and receiving and discharging a considerable cargo at each weekly visit.

The city wharf-boat handles a daily average of 150 tons of miscellaneous freights.

There is but one ferry-boat at this point, the *Susie Brown*, whose operations are between Portsmouth and adjacent river landings. She will average twenty-five passengers and twenty-five loaded teams per trip the year round. Her freights are mainly agricultural products.

The Scioto is no longer navigable for any class of large boats, and even the flat-boat traffic has ceased upon this stream.

The interstate-commerce law has had no effect upon the average rates by river and rail to competitive points. By water the rates are 24 cents per 100 pounds on wheat and corn from this point to Cairo, and all-rail rates are about the same. Passenger rates are likewise materially unchanged. It is thought, however, that since the law went into effect a slight improvement in the volume of river freights is discernible, but it is not certain that this is not attributable to a general increase of traffic during the past year over all routes of transportation, due to an improved condition of trade everywhere.

MAYSVILLE, KY.

The only landing of importance between Portsmouth and this point is Vanceburgh, Ky., which possesses a good trade in lumber, tan-bark, and agricultural products, nearly all of which finds a market at Cincinnati, Covington, and Newport.

Maysville, the chief town of Mason County, Kentucky, has a population of fully 10,000, and is a thriving river and railroad town. The Maysville and Lexington line, extending between the places named, is a portion of the Kentucky Central Railroad, and is now operated as a part of the Cincinnati Division of the Chesapeake and Ohio system (latterly known as the Newport News and Mississippi Valley line).

Here a great quantity of freights, drawn from the rich "Blue Grass" country lying behind the city, is taken both up and down the Ohio to the larger markets, and a large amount of manufactured products are also transported to interior points. The principal industries are leaf and manufactured tobacco, whisky, lumber, cotton, hemp, agricultural implements, flour, and pork. In these interests nearly $2,000,000 of local capital is employed. The value of merchandise received from points outside of the State and the value of surplus products shipped out of the State is approximated by the following table in the matter of river transportation, no records of shipments, receipts, or values being attainable in summarized shape as to rail transportation:

Principal industries.	Establishments.	Capital.	Merchandise received from markets outside of State.		Surplus products shipped out of State.	
			By river.		By river.	
			Northeast (up).	Southwest (down).	Northeast (up).	Southwest (down).
Agricultural implements	4	$350,000	$12,500	$50,000	$5,000	$8,000
Boots and shoes	15	40,000	.....	50,000	14,000	12,000
Carriages and wagons	6	50,000	15,000	20,000	5,000	2,500
Cotton factories	2	300,000	.....	200,000	15,000	200,000
Dry goods	9	175,000	.....	200,000	5,000	2,500
Distilleries	2	100,000	5,000	8,000	5,500	65,000
Flouring mills	4	80,000	25,000	20,000	22,000	25,000
Founderies	1	15,000	5,000	10.000	2,500	2,500
Groceries	30	75,000	.....	80,000	5,000	5,000
Hemp and grain	4	20,000	10,000	10,000	.....	.....
Lumber	4	80,000	25,000	8,500	.....	.....
Pork packing	1	25,000	.....	.....	.....	.....
Saddlery, etc	4	20,000	2,500	12,000	2,000	500
Tobacco, manufactured	11	55,000	.....	45,000	2,000	2,500
Tobacco, leaf	7	245,000	15,000	5,000	.....	130,000
Miscellaneous	49	163,500	37,500	162,000	18,300	25,900
Total	152	1,803,500	152,500	880,500	101,300	481,400

All of the lines dispatching steamers up and down the Ohio receive heavy freights here and, as will be observed, drop much general merchandise for the jobbing trade with the interior country. The principal market for sale and purchase is Cincinnati.

The *St. Lawrence* is a local boat trading between these points, and makes tri-weekly trips, carrying an average of 35 passengers and 90 tons of freight during the entire season of open navigation.

The *Katie Prather* makes daily trips to Manchester, Ohio, up-river, and carries on each trip an average of 15 passengers and 3½ tons of freight, consisting mostly of farm products and general merchandise.

The *Handy No.* 2 also plays a considerable part in the business of Maysville, running, as before described, between here and Portsmouth, Ohio. The local ferry to Ohio-shore points makes tri-daily trips and carries an average of 12 passengers with 4 tons of freights.

Another boat transacts a like business between Maysville and Augusta, Ky., several miles down the river, making two daily trips and averaging 24 passengers with 4 tons of freight each round trip.

Rates to Cincinnati by river are somewhat cheaper on the average than by rail, as the river route is more direct. The same may be said of passenger rates.

Between Maysville and Cincinnati there are no towns of special commercial importance on either side of the river. The various landings have a respectable local trade, which is centered at Cincinnati almost wholly.

NEWPORT, KY.

This city, of 27,000 population, is the seat of justice of Campbell County, Ky., and is situated on the Ohio opposite Cincinnati, at the mouth of the Licking River, and has large manufacturing and jobbing interests. The Cincinnati division of the Louisville and Nashville Railroad gives it excellent rail connections with the roads centering at Cincinnati and all the main lines traversing the State of Kentucky. Campbell County has 50,000 acres of improved lands, producing uniformly large crops of wheat and tobacco and an abundance of fruit. The Licking is the fourth in size of the navigable watercourses of the State, and a considerable quantity of timber is brought out of it at favorable stages of water, which finds a ready market at Newport, Covington, and Cincinnati. Its propinquity to Cincinnati and its intimate commercial relations to that city make Newport as well as the sister city of Covington quite suburban, although each community has its distinctive enterprises.

Newport is directly connected with Cincinnati by a fine railway bridge, owned by the Pittsburgh, Cincinnati and St. Louis Company, for a profile of which and a detailed description see another portion of this report. Over this bridge the Louisville and Nashville carried in 1884–'85 222,202 north-bound and 241,673 southbound passengers, besides 514,750 tons of northbound and 396,997 tons of southbound freights, for a classification of which tonnage see the special tables of railroad statistics published in another place.

No records are kept at Newport showing either the exact tonnage or commercial value of local freights received or shipped by rail or river, and the best approximation procurable from representatives of the leading industries of the city is presented in the following table, which of course is not complete and only given for what it is worth:

Commercial movements at Newport, Ky., for the year 1886.

Industries.	Establishments.	Capital.	Value merchandise received.				Value products shipped.			
			By rail.		By river.		By rail.		By river.	
			North.	South.	East.	West.	North.	South.	East.	West.
Agricultural implements	1	$42,000	$25,000	.....	$12,000	.....	.....	$15,000	$2,000	$12,000
Breweries	2	25,000	6,500	$2,500	.....	.....	.....	12,000	5,000	1,200
Brick and tile	5	35,000	15,000	10,000	.....	.....	$22,000	6,500	.....	5,000
Boots and shoes	22	25,000	27,000	2,500	.....	.....	.....	.....	.....	.....
Carriages and wagons	4	20,000	19,000	.....	.....	.....	.....	.....	.....	.....
Confectionery	28	20,000	15,000	2,800	.....	.....	.....	.....	.....	.....
Clothing	4	40,000	60,000	.....	.....	.....	.....	.....	.....	.....
Drugs	11	25,000	30,000	.....	.....	.....	.....	.....	.....	.....
Distilleries	1	40,000	.....	12,500	7,500	$2,000	60,000	4,500	11,000	5,000
Flouring mills	5	70,000	5,000	15,000	*3,000	*1,200	25,000	6,000	.....	.....
Founderies, etc	1	400,000	90,000	†23,000	145,000	.....	350,000	35,000	.....	3,500
Furniture	5	50,000	45,000	15,000	.....	3,500	2,000	15,500	.....	.....
Groceries	77	308,000	350,000	12,000	.....	10,000	.....	.....	.....	.....
Hardware	5	45,000	55,000	8,000	5,000	2,500	.....	.....	.....	.....
Liquors, wholesale	1	20,000	18,000	2,500	.....	.....	.....	.....	.....	.....
Lumber	5	125,000	34,000	1,200	2,000	.....	12,000	27,000	.....	5,000
Marble and stone	3	6,000	7,500	5,000	.....	.....	3,500	6,000	.....	.....
Saddlery and harness	4	6,000	2,200	1,500	.....	.....	.....	.....	.....	.....
Tin, copper, and sheet-iron	1	3,000	3,500	.....	.....	.....	.....	.....	.....	.....
Tobacco, manufactured	25	30,000	2,000	18,000	.....	.....	.....	.....	.....	.....
Tobacco, leaf	1	15,000	.....	25,000	8,000	2,500	30,000	.....	.....	.....
Watch-cases	1	500,000	225,000	.....	.....	.....	350,000	250,000	.....	.....
Miscellaneous	6	48,500	.....	.....	.....	.....	.....	.....	.....	.....
Total	208	1,898,500	1,034,700	156,500	182,500	21,700	854,500	347,500	18,000	31,700

* Grain. † Pig iron.

No figures showing the amount or value of timber floated down the Licking to this place could be gathered, but it is certain that the aggregate is several million feet annually. Much of this is worked up in local mills and the remainder finds a market and manufacture along the Ohio shore at, above, and below Cincinnati. There are no regular boats navigating the Licking, and it is only at stages of high water that local vessels run up that stream to bring out what freight they can find. As a general rule, back-country freights are either wagoned to railroad lines or hauled down to the minor landings along the Ohio east of Newport. All this local trade is merged in the general aggregate of each class of transportation shown in other tables.

The volume of industrial products, less local competition, is fairly presented in the foregoing exhibit of commercial movements for Newport.

There are two ferry-boats running between Newport and Cincinnati, averaging each 120 round trips weekly, with a separate average of 6 passengers and 5 tons of miscellaneous freights per round trip. No regular line of steamers arrives at or departs from the local wharf unless charged with freights, the river business being almost wholly transacted on the Cincinnati side.

COVINGTON, KY.

This city, the seat of Kenton County, lies just below Newport, on the Ohio River, separated from it by the Licking, and has a population of about 35,000, mainly engaged in manufactures of different classes. The statistics of these leading industries, as nearly as could be gathered, are given in the table below. The county of Kenton is exceedingly fertile, and produces large crops of tobacco and cereals, which find a near-by market at Cincinnati. Three lines of railway penetrate the county and furnish Covington with ample facilities for transportation. These lines are the Kentucky Central, now operated by the Newport News and Mississippi Valley Company, the "Cincinnati Short Line," or the Cincinnati Division of the Louisville and Nashville system, and the Cincinnati, New Orleans and Texas Pacific main line, formerly known as the Cincinnati

Southern. Of the tonnage and passenger business north and south through Covington transacted by these roads exact statistics were procurable only from the Louisville and Nashville Company, figures of which are given in that part of this report relating to Newport, and also such general statistics as the Cincinnati, New Orleans and Texas Pacific could furnish of the freights and passengers carried across the Ohio over their bridge at this point. The latter figures and a description of this bridge will be found under the proper heads in a subsequent part of this report.

Commercial movements at Covington, Ky., for 1886.

Industries.	Establishments.	Capital.	Value merchandise received.				Value products shipped.			
			By rail.		By river.		By rail.		By river.	
			North.	South.	East.	West.	North.	South.	East.	West.
Agricultural implements	9	$160,000	$125,000	.....	$70,000	$15,000	$40,000	$65,000	$24,000	$30,000
Breweries	1	75,000	60,000	$12,000	.....	.....	.....	12,000	10,000	2,500
Brick and tile	13	40,000	.....	.....	.....	.....	25,000	10,000	.....	8,000
Boots and shoes	42	300,000	370,000	25,000	.....	.....	.....	.....	.....	.....
Carriages and wagons	8	20,000	35,000	.....	.....	.....	.....	.....	.....	.....
Confectionery	35	400,000	250,000	15,000	.....	.....	.....	18,000	20,000	5,000
Clothing	15	75,000	12,500	.....	.....	.....	.....	.....	.....	.....
Cooperage	3	50,000	.....	.....	15,000	5,000	20,000	5,000	3,500	8,000
Dry goods	30	200,000	375,000	.....	.....	.....	.....	.....	.....	.....
Drugs	15	75,000	90,000	.....	.....	.....	.....	.....	.....	.....
Distilleries	5	125,000	20,000	45,000	6,000	1,500	95.000	10,000	20,000	8,000
Flouring mills	3	150,000	15,000	22,000	2,500	1,500	45,000	15,000	.....	.....
Founderies, etc	1	150,000	20,000	*15,000	95,000	.....	125,000	65,000	2,500	6,000
Furniture	6	75,000	90,000	7,500	.....	14,000	20,000	12,000	.....	.....
Glass and queensware	2	250,000	8,000	.....	35,000	4,000	45,000	125,000	.....	13,500
Groceries	100	300,000	275,000	50,000	.....	†20,000	.....	.....	.....	.....
Hardware	20	75,000	50,000	12,000	18,000	5,500	.....	.....	.....	.....
Hubs and spokes	1	100,000	.....	.....	12,000	14,000	25,000	12,500	5,000	3,500
Lumber	6	350,000	80,000	35,000	75,000	15,000	55,000	125,000	.....	12,000
Pork packing	2	125,000	.....	15,500	2,500	4,000	8,000	19,500	10,000	14,500
Tobacco, manufactured	25	250,000	15,000	18,000	.....	.....	112,000	44,500	.....	10,000
Tobacco, leaf	9	350,000	2,500	145,000	115,000	9,500	200,000	.....	.....	.....
Tin, copper, and sheet-iron	10	30,000	40,000	.....	.....	.....	.....	.....	.....	.....
Woolen goods	1	50,000	25,000	.....	.....	.....	35,000	2,500	.....	.....
Miscellaneous	31	336,000	.....	.....	.....	.....	.....	.....	.....	.....
Total	393	4,111,000	1,948,000	417,000	446,000	109,000	850,000	541,000	95,000	121,000

* Pig iron. †Sugars.

The ferry business of this city is mostly with Cincinnati, and is limited by the street-car and vehicle traffic over the suspension bridge between the two cities. Only a single boat is required for this business, making twelve round trips daily, and averaging fifteen passengers and 10 tons of freight per round trip.

As stated concerning Newport, the regular up and down river traffic is handled almost wholly on the Cincinnati wharf-boats, and it is almost impossible to separate that portion belonging to Covington or Newport from the general aggregate of Cincinnati river tonnage.

THE CITY OF CINCINNATI.

This city, situated in latitude 39° 6′ 30″ north, and in longitude 84° 26′ west, is 458 miles below Pittsburgh and 500 miles above Cairo, or midway between the source and mouth of the Ohio River. The place was founded in 1788, and the first permanent settlers came during the following year, being New Jersey emigrants, who floated down the Ohio from Marietta, the then outpost of regularly organized settlement in the vast unexplored, and almost wholly unknown Northwest Territory. In 1800 the embryo city boasted of 750 inhabitants. In 1820 the population had grown to 9,602, and the introduction of steam transportation upon the great water-way of the Ohio gave Cincinnati an impulse that has led her up to metropolitan honors in population, commerce, literature, science, and art. In 1830 there were 24,830 people who called Cincinnati their home; in 1840 the number had nearly doubled, and the census enrolls 46,338; in 1850 the doubling process was exceeded, and her population had become 115,438; in 1860 this, too, had enlarged to 161,004 souls; in 1870 the swarm filling the old hive was 216,239, which, in 1880, grew to 255,139, and now nearly aggregates 300,000.

The city proper covers an area of 24 square miles, and occupies two riparian terraces north of the Ohio River; the lower terrace being 50 feet and the upper one 108 feet above river level. No city in the Union has finer public or private buildings, or a better sewerage system and water-supply. The network of railroads centering here, together with the fine facilities for river transportation of products and supplies for 2,000 miles through an inland market territory, combine to render the commercial advantages of Cincinnati unsurpassed in the great West. With cheap fuel and abundance of raw materials at her gates, and with the broadest sort of competition in the carriage of both these and her manufactured products, the future of the Queen City of the West will not remain a matter for idle conjecture.

In a community so large as this, where the diversity of interests is so unusually great, and the figures to be considered are so widely various by comparison from decade to decade, and even from year to year, it would be impracticable, in the compass of a report like this, to attempt anything like a minute history of the growth even of the leading enterprises of the city. Unlike Pittsburgh, whose larger industries are limited to a few departments, Cincinnati owns and promotes a thousand different industries, that are, at best, even difficult to classify properly under industrial heads, and the best satisfaction will be given by a perusal of official statistics.

It is a pleasure to be able to say, for one of the great cities along the Ohio River, at least, that a thorough and accurate system of commercial and industrial statistics is kept. Cincinnati has this, beyond the statistical records of any other city in the West or South, largely through the self-sacrificing devotion and trained intelligence of Col. Sidney D. Maxwell, superintendent of the Chamber of Commerce. These statistics, made annually under his supervision, are models of conciseness, comprehensiveness, and accuracy, and numerous obligations are owing by me in the preparation of this report to Colonel Maxwell's generosity and public spirit, and no better place offers than this connection for a suitable acknowledgment.

All the tables following that relate to the commerce of Cincinnati, except the special railroad statistics, are taken entirely from the annual reports of the Cincinnati Chamber of Commerce.

At this point on the river the statistical order will be: (1) General manufactures by periods; (2) manufactures existing in 1885; (3) lists of imports and exports, with values for a period of six years past; (4) destination and mode of shipment of principal commodities, for a series of years: (5) a series of tables showing the condition of river commerce, boat-building, etc., for a series of years as far back as accurate figures are attainable; (6) a condensed statement of the coal trade of Cincinnati for comparative purposes between river and rail routes, for a period of five years, and, finally, a description of the railroad facilities of Cincinnati coming into competition with the river.

This arrangement recommends itself as the only logical one in the premises, and needs no more extended introduction than the foregoing statement.

First, then, as to the growth of the city in point of

MANUFACTURES.

Upon this point a complete showing is made in the following table, covering decades and years between 1840 and 1886:

A classified and comparative statement of the value of products of the manufacturing industries of Cincinnati, for the years named below.

Classification.	1840.	1850.	1860.	1870.	1879.	1880.
Iron	$1,728,594	$4,143,900	$5,305,606	$20,804,263	$16,919,355	$19,368,719
Other metals	658,040	1,209,190	1,464,738	3,873,356	5,366,580	5,478,567
Wood	2,095,837	4,143,900	5,396,183	12,699,165	15,231,111	14,204,244
Leather	1,068,750	2,675,150	2,829,234	7,227,324	9,894,200	11,338,735
Food	5,269,617	14,473,562	7,423,580	17,945,651	20,539,875	20,668,153
Soap, candles, and oils	433,940	1,503,000	3,222,293	7,455,561	8,640,000	8,317,682
Clothing	2,909,850	4,325,500	6,737,683	12,626,682	12,518,420	18,695,844
Liquors	307,500	5,240,930	4,894,821	16,361,006	26,307,148	26,647,000
Cotton, wool, hemp, etc	411,190	1,181,000	756,068	1,854,774	1,689,900	1,592,013
Drugs, chemicals, etc	458,250	2,018,200	1,204,360	3,544,195	4,621,550	4,425,522
Stone and earth	258,300	713,000	886,850	2,980,102	3,198,046	2,559,510
Carriages, cars, etc	117,000	507,447	788,135	1,794,413	4,505,650	6,548,690
Paper	669,000	1,850,540	353,168	880,516	3,656,320	4,416,326
Book-binding & blank-books	.....	.....	131,170	626,870	654,000	341,700
Printing and publishing	.....	.....	1,503,101	4,699,280	5,850,200	4,401,735
Tobacco	.....	.....	615,856	5,837,690	4,269,524	5,339,024
Fine arts	179,100	56,200	199,750	540,746	634,430	826,827
Miscellaneous	700,920	2,241,960	3,288,416	5,697,427	4,460,971	8,181,206
Totals	16,366,443	46,189,279	46,995,062	127,459,021	148,957,280	163,351,497

A classified and comparative statement of the value of products of the manufacturing industries of Cincinnati, for the years named below—Continued.

Classification.	1881.	1882.	1883.	1884.	1885.
Iron	$20,557,785	$24,312,381	$25,986,163	$22,684,422	$25,494,273
Other metals	7,145,070	7,024,388	6,845,299	6,578,663	6,890,563
Wood	17,370,682	18,822,144	20,392,931	19,822,500	20,970,712
Leather	13,320,786	13,437,574	12,573,022	11,243,619	11,283,589
Food	23,831,346	23,971,013	25,426,501	22,514,506	20,717,662
Soap, candles, and oils	8,187,580	10,378,098	10,730,400	10,572,700	10,948,400
Clothing	20,630,965	21,362,503	21,394,061	19,788,644	21,270,427
Liquors	32,847,160	29,708,713	30,597,777	26,095,604	27,642,510
Cotton, wool, hemp, etc	1,947,256	1,987,140	1,996,745	1,979,730	1,740,340
Drugs, chemicals, etc	4,897,928	4,767,353	4,658,372	4,338,878	4,359,060
Stone and earth	3,201,707	3,617,000	4,313,900	5,016,780	5,200,610
Carriages, cars, etc	7,654,334	9,886,112	10,154,252	9,493,255	10,184,180
Paper	4,751,908	4,973,750	5,315,440	5,733,359	5,876,597
Book binding and blank-books	371,000	390,000	448,000	429,310	480,715
Printing and publishing	4,592,360	4,762,670	4,666,060	4,515,168	4,357,843
Tobacco	5,107,835	4,524,347	4,367,750	3,126,867	3,190,027
Fine arts	929,533	891,478	899,043	832,560	911,457
Miscellaneous	8,984,452	9,755,872	9,591,723	9,698,845	9,203,188
Totals	186,329,687	194,572,536	200,357,439	184,465,410	190,722,153

It will be observed by this table that there has been a shrinkage of capital employed in manufactures as well as in the value of products for the year 1885, from the figures attained in either 1883 or 1884. This is due not, as might be inferred, to any diminution of the spirit that has built up these gigantic interests, but rather to the course of such business everywhere in this country during the past two years in its gravitation toward a plane of decidedly lower values for all classes of manufactured products. That this must be so is apparent in the present instance from the fact that while values have decreased, the number of individual establishments and the number of hands employed have been increased during 1885 beyond any previous figures.

The table next following exhibits the wonderful diversity of these manufacturing interests as they existed during 1885, and speaks volumes in favor of the progressive spirit of the business men of the Queen City.

Table showing the cash capital invested, the value of manufactured products, the number of hands employed, and the number of manufacturing establishments of the city of Cincinnati, for the year ending January 1, 1886.

Class of manufacture.	Number establishments.	Cash capital invested.	Number hands employed.	Value production.
Agricultural implements	5	$233,000	370	$392,500
Artificial limbs and trusses	10	41,000	61	81,314
Awnings and tents	11	26,350	103	98,200
Baking powder and yeast	11	93,000	95	264,000
Bellows and forges	2	20,000	20	21,000
Bells	3	60,000	64	158,700
Billiard tables	3	100,000	127	333,800
Blacksmithing	190	273,000	952	751,500
Boilers	6	200,000	155	313,700
Book-binding and blank books	39	251,000	614	480,715
Book and newspaper publishing	101	3,000,000	3,116	3,567,843
Boots and shoes	560	1,900,000	4,763	5,627,941
Boxes:				
Cigar	10	90,000	300	233,500
Paper	10	65,000	192	203,000
Wooden (packing)	9	185,000	247	364,000
Brackets and hat-racks	9	150,000	400	429,700
Brass founding and finishing	24	300,000	480	672,817
Bread, crackers, etc	297	740,000	1,672	3,338,748
Brick	41	313,000	508	759,000
Bricklaying	108	240,000	578	2,140,000
Brittania ware[1]	1	45,000	35	100,000
Brooms	7	41,000	104	127,300
Brushes and wire goods	18	175,000	300	238,000
Building materials (exclusive of brick and stone)	29	1,375,000	1,680	3,875,000
Bungs and faucets	4	200,000	95	97,461
Burial cases, coffins, and hearses	9	850,000	850	1,478,330
Candles, soaps, and oils	35	2,500,000	1,640	10,467,900
Candy and other confections	24	261,000	420	913,190
Canned goods	6	175,000	550	528,000

[1] Estimated.

Table showing the cash capital invested, the value of manufactured products, the number of hands employed, and the number of manufacturing establishments of the city of Cincinnati, etc.—Continued.

Class of manufacture.	Number establishments.	Cash capital invested.	Number hands employed.	Value production.
Carpentering	308	$520,000	2,035	$3,617,935
Carpets	27	10,750	76	64,840
Carriages and buggies	62	2,200,000	4,613	8,296,344
Carriage and wagon materials	9	450,000	550	843,000
Cement, lime, and plaster	5	35,000	90	85,640
Cement, felting[1]	2	4,000	25	15,000
Chairs and sofas	21	250,000	650	600,000
Charcoal, fuel and ground[1]	10	.....	80	50,000
Children's carriage, hobby-horses, etc	3	75,000	180	207,836
Cloaks, mantillas, dress trimming, etc	20	200,000	2,200	1,313,848
Clothing and gentlemen's furnishing goods	375	5,385,000	13,500	16,762,467
Coke	4	35,000	45	150,000
Coloring, dyeing, and laundry work	95	146,000	520	271,600
Cooperage	56	512,000	1,270	1,378,670
Copper ware	9	40,000	85	187,500
Cordage	9	140,000	250	420,000
Cotton goods	6	375,000	450	765,000
Curled hair and bristles	6	155,000	170	262,000
Cutlery and edged tools	15	45,000	75	172,000
Dental work[1]	101	75,000	182	340,000
Drain pipe[1]	4	20,000	40	40,000
Drugs, chemicals, and glycerine	13	560,000	170	1,665,580
Earthenware and queensware	10	180,000	360	333,600
Enameled iron-ware and show-cards	2	28,000	75	93,460
Engraving:				
Glass, Metal, Wood	29	27,300	147	148,700
Fertilizers	5	313,000	129	238,700
Files	4	16,000	48	57,000
Fire-alarm, telegraph, and electrical apparatus	7	85,000	151	298,000
Fire-alarms, etc	6	15,000	34	36,400
Fire-brick, tile, clay, etc	4	38,000	75	92,000
Fire-works and explosives	1	12,000	45	45,000
Fire-wood and kindling[2]	5	6,000	35	27,000
Flags and banners	2	50,000	55	96,700
Flavoring extracts	5	20,000	41	34,200
Flour and meal	12	228,000	115	1,173,480
Flowers and floral work	50	142,000	178	211,000
Foundery facings	3	41,000	37	118,750
Frames and moldings	7	375,000	478	613,530
Furniture	127	2,550,000	3,240	5,969,740
Furs and gloves	5	70,000	95	171,000
Galvanized and sheet-iron work	23	295,000	330	931,000
Gas	2	5,508,000	550	1,300,000
Gas-meters and machinery	5	100,000	165	342,000
Glassware[2]	1	125,000	300	250,000
Glass:				
Stained and ground	3	10,000	25	28,000
Blue	3	175,000	105	281,000
Gold and silver foil	2	17,500	27	56,900
Gold pens, pencil cases, etc	1	60,000	60	75,000
Grease and tallow	12	120,000	70	480,500
Hardware	11	725,000	730	1,137,000
Harness and saddlery	65	680,000	804	1,638,773
Hats and caps	14	33,000	124	109,000
Hoop-skirts and corsets	4	8,000	20	17,800
Hosiery	20	160,000	626	542,000
Ice[1]	6	650,000	1,000	630,000
Ink and blacking	8	100,000	78	214,000
Instruments, astronomical, engineering, etc	10	35,000	58	79,000
Instruments, musical	6	12,000	20	15,800
Iron bolts and nuts	5	170,000	300	450,000
Iron:				
Castings, not otherwise specified; Forged and rolled, exclusive of blacksmithing	22	1,315,000	1,240	2,138,756
Pig	9	2,300,000	2,500	6,138,420
Wrought jail work, railings, barbed wire, etc	14	470,000	450	849,000
Jewelry and silverware	43	490,000	908	1,343,225
Lard[3]	.....	.....	.....	1,883,608
Lasts and hat-blocks	3	6,000	15	11,300
Lead, sheet and pipe	5	175,000	45	337,520
Leather	38	1,550,000	850	3,425,875
Leather belting and hose	4	65,000	46	277,000
Lightning-rods	5	40,000	19	150,000

[1] Estimated.
[2] Last year's report.
[3] 25,114,779 pounds. Hands included with provisions.

Table showing the cash capital invested, the value of manufactured products, the number of hands employed, and the number of manufacturing establishments of the city of Cincinnati, etc.—Continued.

Class of manufacture.	Number establishments.	Cash capital invested.	Number hands employed.	Value production.
Liquors:				
Distilled[1]	8	$2,179,000	275	$10,050,412
Malt[2]	31	3,340,000	1,137	5,878,770
Rectified[3]	58	2,350,000	344	10,349,728
Wine[4]				150,000
Lithographing	12	270,000	320	575,337
Locks and locksmithing	28	370,000	200	500,000
Machinery, including steam-gauges	65	1,730,000	1,627	4,271,560
Malt, exclusive of that manufactured by brewers	18	830,000	148	1,213,600
Malt kilns[5]	3	18,000	25	32,000
Mantels and grates	9	500,000	400	530,000
Maps[4]	2	5,000	20	15,000
Mattresses and bedding	23	62,000	140	250,712
Millinery	440	600,000	1,790	1,512,000
Mill-stones and portable mills	5	220,000	180	363,000
Mineral water	18	70,000	120	213,000
Neckties, rufflings, etc	6	23,000	175	100,000
Ornamental plaster	3	4,000	35	29,600
Paper:				
Printing, wrapping, etc.[6]	36	1,386,000	1,761	3,944,882
Bags, flour-sacks, and envelopes	7	270,000	220	972,000
Collars, novelties, etc	5	8,500	40	28,000
Hangings	36	185,000	312	728,715
Painting, fresco, house and sign	180	200,000	659	874,914
Patent medicines	33	600,000	125	728,000
Patterns and models	22	35,000	70	69,840
Photographs	37	50,000	122	187,420
Plastering	65	55,000	360	355,000
Printing, job	90	378,000	780	790,000
Provisions	161	3,238,000	1,800	10,778,124
Pumps and plumbing	95	460,000	538	978,190
Railway materials and supplies	8	400,000	375	1,184,720
Ranges and warm-air furnaces	7	150,000	140	278,111
Refrigerators, ice-boxes, etc	4	50,000	72	69,807
Regalia and costumes	7	100,000	175	225,000
Roofing materials	14	140,000	190	328,144
Rubber moldings and stamps[5]	6	7,000	13	7,880
Safes and bank-locks	6	1,100,000	1,320	1,978,500
Saws	5	180,000	200	215,000
Scales and trucks	4	40,000	33	55,000
Seal presses and canceling stamps	5	12,000	25	26,400
Sealing wax[4]	1	2,500	10	6,500
Show cases	9	120,000	190	263,879
Silk, manufactures of	6	25,000	150	97,100
Silver-plating	12	65,000	151	167,000
Spices, mustard, etc	11	125,000	119	469,312
Stair-building	11	30,000	90	137,460
Starch	2	300,000	220	750,000
Steam-boats and barges	3	135,000	106	203,000
Steam-heating apparatus	11	60,000	75	134,000
Steel springs	4	40,000	85	167,000
Stencils, dies, and checks	8	25,000	70	75,000
Stone and marble works	51	750,000	1,170	1,350,770
Stoves and hollow ware	9	990,000	1,085	1,493,246
Tin-ware and tinners' supplies	108	325,000	685	1,047,920
Tobacco:				
Cigars and cigarettes[7]	461	1,130,000	2,646	2,342,913
Fine-cut, plug, smoking, and snuff[8]	30	428,000	478	847,114
Trunks and valises	11	150,000	270	314,000
Type, presses, and printing materials	5	235,000	350	539,477
Umbrellas and parasols	7	40,000	67	113,000
Varnishes and japans	6	140,000	65	414,700
Veneers, etc	3	350,000	115	437,000
Vermicelli, macaroni, and chocolate[5]	3	6,300	12	15,000
Vinegar and cider	11	140,000	120	357,000
Wagons, carts, etc	68	350,000	621	837,000
White lead, colors, paints, and putty	13	1,225,000	265	1,550,780
Wigs and hair goods	20	40,000	95	56,500
Willow-ware	9	15,000	40	47,300

[1] 8,849,928 gallons.
[2] 24 breweries, 7 bottling establishments. Malt liquors manufactured, 26,941,810 gallons.
[3] 9,666,184 gallons.
[4] Estimated.
[5] Last year's report.
[6] Book paper, 14,795,864 pounds; manilla, 20,157,663 pounds; news, 19,879,944 pounds; roofing, 5,280,000 pounds; wrapping, 18,468,793 pounds; writing, 2,441,300 pounds.
[7] Cigars, 84,317,000; cigarettes, 76,000.
[8] Number of establishments manufacturing plug-tobacco, 7; fine-cut, 4; smoking, 13; snuff, 6; quantity produced: plug-tobacco, 464,312½ pounds; fine-cut and smoking, 1,229,865¾ pounds; snuff, 18,605 pounds.

Table showing the cash capital invested, the value of manufactured products, the number of hands employed, and the number of manufacturing establishments of the city of Cincinnati, etc.—Continued.

Class of manufacture.	Number establishments.	Cash capital invested.	Number hands employed.	Value production.
Window shades, venetian shades, etc	7	$25,000	40	$35,160
Woolen and worsted goods	3	165,000	212	295,600
Wooden ware	16	155,000	300	375,000
Wood turning and carving	17	50,000	75	125,000
Miscellaneous industries	78	670,000	720	1,561,900
Miscellaneous industries of Hamilton County, outside of the city limits, not included in above[1]	.....	1,600,000	1,600	2,800,000
Total	5,946	76,248,200	93,103	190,722,153

[1] Estimated.

In contrast with this splendid showing, the figures of twenty-five years ago become insignificant.

It is estimated that, notwithstanding the depreciation of values still continues, the aggregate of manufactured products for Cincinnati during the current year ending January 1, 1888, will overtop even the high-water mark of products in 1884, when they exceeded a value of $200,250,000.

The specialties for which Cincinnati has made herself noted throughout the South and West, and in which lines she has no successful rival in any of the cities west of the Alleghanies, are boots and shoes, candles, soaps and oils, carriages and buggies, clothing and furnishing goods, fine furniture, distilled and rectified liquors, paper in all its forms of manufacture, safes and bank locks, stoves and hollow ware. In pork-packing the city for years held the front rank, and is now second only to Chicago in this industry.

COMMERCE OF CINCINNATI.

The best exposition of the comparative growth and magnitude of the city in a commercial way will be found in the following tables, showing the imports and exports with values of the same for a period of five commercial years commencing September 1 and ending August 31 of each year as specified:

Imports into Cincinnati for five years, commencing September 1 and ending August 31 of each year, with quantities of same.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Ale, beer, and porter...barrels...	24,632	19,788	17,561	17,536	15,944
Apples, green .....do.....	281,141	278,827	234,033	305,041	229,539
Bagging .....pieces...	16,360	11,146	13,180	10,815	21,125
Bark, tanners'.....cords...	[1]22,000	[1]20,000	[1]23,000	[1]31,500	[1]25,000
Barley.....bushels...	1,547,483	1,610,784	[2]1,527,622	[2]2,019,531	[2]1,786,383
Beans..... .....do.....	77,153	82,864	52,717	66,844	66,320
Beef, in barrels.....pounds...	1 0,960	67,660	28,662	121,250	349,750
Beef, in tierces .....do.....	2,970	126,690	81,510	34,980	261,820
Boots and shoes .....cases...	249,741	187,924	240,983	189,241	181,863
Bran, middlings, etc .....tons...	18,063	25,935	21,120	30,190	16,604
Broom corn .....pounds...	1,006,571	2,106,019	2,524,462	3,069,329	1,482,544
Butter .....barrels...	785	856	944	1,033	680
Butter .....tubs, firkins, etc...	98,071	87,812	96,004	115,671	125,142
Candles .....boxes...	6,574	4,636	3,724	3,237	2,360
Castings .....tons...	57,522	45,396	50,336	44,126	35,437
Cattle .....head....	199,344	170,147	197,176	218,425	241,671
Cement and plaster....barrels...	190,317	148,279	138,869	147,306	134,243
Cheese .....boxes...	82,752	97,852	98,574	105,845	116,559
Cider.....barrels...	4,634	4,138	6,990	5,117	3,295
Coal .....bushels....	57,416,529	54,138,322	56,412,059	54,620,032	59,267,620
Coffee .....bags....	247,738	269,599	225,526	227,697	181,260
Coke .....bushels...	5,588,440	3,807,865	3,447,743	3,362,063	3,671,050
Cooperage .....pieces....	227,748	168,637	245,711	264,513	261,340
Corn .....bushels....	[2]6,386,644	[2]6,433,623	[2]5,519,625	[2]4,792,473	[2]8,180,864
Corn meal .....barrels....	66,817	44,975	19,533	11,040	8,704

[1] Estimated. [2] Supplemental reports embraced.

Imports into Cincinnati for five years, commenciny September 1 *and ending August* 31 *of each year, with quantities of same*—Continued.

Articles.	Quantities.				
	1885–'86.	1884–'85.	1883–'84.	1882–'83.	1881–'82.
Cotton ..... bales....	387,175	276,636	308,387	383,131	395,735
Crockery.....packages....	91,613	60,566	49,509	50,448	52,821
Eggs .....cases, barrels, etc...	213,619	147,458	177,172	152,354	108,476
Feathers.....sacks...	9,248	9,540	8,806	16,818	10,155
Fish .....barrels...	40,932	41,705	45,399	41,007	44,107
Fish .....kegs and kits...	31,187	36,271	36,230	43,956	48,785
Fish, cod.....packages....	440	1,219	8,107	205	155
Flour .....barrels...	832,686	874,548	920,361	1,144,464	779,625
Fruit, dried .....bushels....	209,573	302,540	239,333	202,777	164,780
Glass, window, etc .....boxes....	187,202	140,447	118,586	136,405	144,667
Glassware.....packages...	403,984	355,167	315,108	329,668	309,444
Grease .....tierces....	40,669	42,360	37,715	25,339	28,571
Hardware.....packages....	279,894	213,020	213,539	209,218	183,736
Hay.....bales....	[1]387,662	[1]395,021	[1]314,366	[1]279,894	[1]395,792
Hemp .....bales, etc...	8,685	12,283	14,393	15,152	18,872
Herring.....boxes...	7,362	21,331	11,304	9,802	14,237
Hides .....number...	[1]271,227	[1]282,290	[1]231,849	[1]339,124	[1]353,022
Hides.....pounds...	(2)	(2)	(2)	(2)	(2)
Hog products:					
Bacon.....pounds...	[3]712,814	[3]1,089,543	[3]950,017	[3]781,400	[3]1,201,546
Bulk, loose.....do.....	[3]82,137,199	[3]59,766,610	[3]40,827,342	[3]23,801,430	[3]42,106,174
Bulk, in boxes.....do.....	[3]3,730,110	[3]2,179,900	[3]780,500	[3]1,679,000	[3]1,906,250
Hams.....do.....	[3]8,987,034	[3]7,046,047	[3]5,534,619	[3]4,323,214	[3]4,525,791
Lard, in tierces.....do.....	13,824,712	12,002,638	7,187,949	7,845,508	6,755,006
Lard, in kegs.....do.....	7,595	6,980	29,295	15,968	38,727
Pork .....barrels...	13,405	9,078	3,846	7,260	3,034
Hogs .....head...	779,956	823,691	879,989	836,223	731,408
Hops.....bales...	14,804	13,622	11,560	9,861	11,833
Horses.....head...	[1]22,550	[1]19,211	[1]25,266	[1]23,725	[1]23,060
Ice.....tons...	[4]186,000	[4]150,000	[4]175,000	[4]125,000	[4]150,000
Iron and steel.....pieces...	.....	(5)	(5)	(5)	(5)
Do.....bundles...	.....	(5)	(5)	(5)	(5)
Do.....tons...	137,203	112,109	108,422	106,457	99,929
Iron and steel, scrap.....do.....	48,366	26,196	32,818	39,096	27,579
Iron, pig.....do.....	[6]511,426	[6]406,998	[6]427,934	[6]417,635	[6]386,510
Lead .....pigs...	337,147	258,974	272,567	335,739	243,082
Leather .....bundles...	35,610	35,121	36,967	43,516	47,373
Lemons .....boxes...	35,148	45,487	61,806	40,979	25,991
Lime.....barrels...	144,616	136,315	156,491	151,061	148,057
Liquors..hogsheads and pipes...	304	245	239	616	550
Lumber.....square feet...	190,000,000	208,000,000	202,500,000	245,000,000	195,000,000
Malt .....bushels...	792,316	[1]669,774	[1]373,501	340,200	412,078
Merchandise, sundry, packages	(5)	(5)	(5)	(5)	(5)
Merchandise, sundry .....tons...	767,122	551,068	570,441	628,947	557,209
Molasses ..... barrels...	50,131	44,492	48,471	63,193	63,776
Nails.....kegs...	529,511	473,893	493,610	514,467	536,122
Oakum.....bales...	3,341	3,945	4,918	4,266	10,976
Oats .....bushels...	[1]3,903,953	[1]3,633,812	[1]3,063,422	[1]2,124,957	[1]2,512,364
Oil.....barrels...	124,458	90,675	124,628	135,959	114,000
Oil cake.....tons...	1,267	2,897	1,719	3,529	1,405
Onions.....barrels and sacks...	38,572	39,394	42,663	32,147	33,459
Oranges.....boxes...	119,081	180,046	141,129	91,881	56,344
Peanuts.....bushels...	600,350	929,100	622,990	426,955	342,420
Petroleum .....barrels...	[6]923,535	[6]783,936	[6]693,985	[6]562,531	[6]441,337
Pitch.....do.....	984	842	814	1,396	1,636
Potatoes.....bags and barrels...	404,909	517,619	353,680	445,822	429,653
Raisins, figs, etc .....boxes...	36,824	41,230	41,924	43,148	27,460
Rice.....barrels...	39,941	39,007	(7)	(7)	(7)
Do .....tierces...	(8)	(8)	13,684	12,489	11,035
Rope, twine, etc.....packages...	57,434	60,631	37,844	33,817	26,380
Rosin.....barrels...	61,754	49,738	51,347	63,417	47,615
Rye.....bushels...	608,026	537,739	453,053	750,401	701,056
Salt.....barrels....	[6]406,012	[6]471,782	[6]431,805	[6]370,041	[6]315,489
Do.....sacks....	12,551	13,540	13,327	55,928	94,400

[1] Supplemental reports embraced.

[2] Reported under the head of "Number."

[3] Prior to 1874–'75 the hog product was reported in packages, without regard to the kinds of meat. Since that time it has been reported in pounds, with a view of having each kind of product under its appropriate head (the bulk meats, loose, also embracing green meats), though, on account of the indefiniteness in this respect of the bills and books of transportation companies, it is difficult in many instances to arrive at exact facts as to the kinds of meat.

[4] Estimated. Embracing all ice sold for the Cincinnati market.

[5] Reported wholly in tons.

[6] Embracing also sales when the article was shipped directly from the place of manufacture or storage without stopping at Cincinnati.

[7] Reported under the head of "Tierces."

[8] Reported under the head of "Barrels."

Imports into Cincinnati for five years, commencing September 1 and ending August 31 of each year, with quantities of same—Continued.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Seed:					
Flax.....bushels...	[1]47,095	[1]10,463	18,536	25,548	33,504
Clover, timothy, etc..bags....	86,242	85,900	77,288	77,353	100,624
Sheep.....head...	565,262	540,282	592,974	701,717	804,418
Shot.....kegs...	1,138	2,375	1,629	1,885	1,354
Soap.....boxes..	115,646	125,208	94,053	70,458	55,604
Spices.....packages...	4,644	6,560	6,954	5,167	4,506
Starch.....boxes...	[2]208,005	[2]127,905	[2]200,605	[2]147,835	[2]131,069
Stearine.....tierces...	2,914	4,382	1,589	2,375	5,680
Sugar.....hogsheads...	3,110	5,348	7,041	22,267	6,750
Sugar.....barrels...	236,671	247,419	223,340	177,822	192,201
Tallow.....tierces...	40,277	41,223	36,829	32,936	36,263
Tar.....barrels...	4,574	3,557	4,709	3,615	3,197
Tea.....packages...	20,873	23,485	20,258	17,716	23,213
Tobacco, leaf.....hogsheads...	108,341	114,780	95,495	90,150	81,519
Do.....cases and bales...	22,336	19,488	25,322	24,170	29,113
Tobacco, manufactured, packages.....	253,536	213,606	196,753	264,141	279,625
Turpentine.....barrels.....	16,743	13,155	13,205	11,352	8,979
Wheat.....bushels...	3,375,472	[1]1,931,582	3,107,300	3,305,214	4,166,245
Whisky.....barrels...	[3]201,332	[3]222,414	[3]272,316	[3]217,644	[3]201,685
Wines and liquors.....do.....	15,861	14,678	15,768	19,088	18,133
Do ...boxes and baskets...	40,264	33,116	39,642	40,686	38,286
Wood.....cords...	[4]6,000	[4]6,000	[4]5,000	[4]5,650	[4]6,500
Wool.....bales...	32,357	23,042	18,284	27,170	33,801
Yarns, warps, etc., cotton, ...packages...	24,058	18,764	19,749	13,853	13,758

[1] Supplemental reports embraced.
[2] Not including receipts from Lockland and Saint Bernard, which were embraced prior to 1877-'78.
[3] Comprising only receipts from points beyond Cincinnati, Covington, and adjacent localities. Prior to 1877-'78 receipts from the latter points by both wagons and public conveyances were embraced, which accounts for the great disparity between the years from 1877-'78 to 1885-'86, inclusive, and former years.
[4] Estimated.

Imports into Cincinnati for five years, commencing September 1 and ending August 31 of each year, with values of same.

Articles.	Total value.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Ale, beer, and porter.. barrels...	$166,266	$153,357	$140,488	$140,288	$127,552
Apples, green .....do.....	380,946	599,478	758,266	1,009,685	805,681
Bagging .....pieces...	77,710	52,943	62,605	54,075	95,062
Bark, tanners'.....cords...	[1]277,420	[1]220,400	[1]317,630	[1]441,000	[1]354,000
Barley .....bushels...	1,268,936	1,248,357	[2]1,084,611	[2]1,393,476	[2]1,884,634
Beans .....do.....	115,729	124,296	131,792	159,757	203,602
Beef, in barrels .....pounds...	8,852	4,059	2,579	10,912	34,100
Beef, in tierces.....do.....	326	14,886	7,335	3,148	25,527
Boots and shoes.....cases...	5,788,996	4,356,078	5,587,256	6,208,062	6,367,243
Bran, middlings, etc.....tons...	223,532	366,733	325,182	467,069	338,371
Broom corn.....pounds...	80,525	94,770	138,845	176,486	103,778
Butter .....barrels... / Butter .....tubs, firkins, etc...	954,404	1,053,448	1,427,220	1,761,704	1,992,900
Candles.....boxes...	27,216	23,365	19,327	17,641	12,791
Castings .....tons...	3,393,798	2,587,572	3,171,168	3,088,820	2,657,775
Cattle .....head...	8,058,703	7,779,257	9,745,312	10,746,125	12,165,946
Cement and plaster....barrels...	215,058	167,555	163,310	169,402	154,379
Cheese .....boxes...	286,321	332,696	348,951	423,380	484,885
Cider.....barrels...	25,487	28,966	54,172	48,611	22,065
Coal.....bushels...	3,991,543	4,435,548	4,643,331	4,633,424	5,793,523
Coffee .....bags...	3,076,905	3,591,058	3,612,926	2,919,075	3,177,487
Coke.....bushels...	477,077	304,637	275,819	285,775	385,460
Cooperage.....pieces...	234,580	173,696	253,082	269,803	261,340
Corn.....bushels...	[2]2,561,044	[2]3,039,886	[2]2,980,597	[2]2,779,634	[2]6,053,826
Corn meal.....barrels...	124,947	91,749	45,121	27,158	29,158
Cotton.....bales...	19,165,162	15,214,980	15,419,350	18,198,722	21,963,292
Crockery.....packages...	1,228,530	902,433	819,373	835,278	810,950
Eggs.....cases, barrels, etc...	1,038,909	978,531	1,335,876	1,237,721	1,017,313
Feathers.....sacks...	232,309	256,435	187,655	381,095	223,410
Fish.....barrels...	327,456	333,640	310,588	305,570	418,215

[1] Estimated. [2] Supplemental reports embraced.

Imports into Cincinnati for five years, commencing September 1 *and ending August* 31 *of each year, with values of same*—Continued.

Articles.	Total value.				
	1885-'86.	1884-'85.	1883-'84.	1832-'83.	1881-'82.
Fish.....kegs and kits...	$18,088	$21,037	$24,274	$31,648	$39,028
Fish, cod.....packages...	5,940	16,456	20,535	4,797	2,115
Flour.....barrels...	3,311,508	3,352,178	3,935,234	5,121,476	4,507,746
Fruit, dried.....bushels...	157,593	368,664	398,999	369,020	280,110
Glass, window, etc..... boxes...	1,135,159	1,014,973	981,892	941,900	707,421
Glassware.....packages...	743,330	653,507	643,765	708,786	696,249
Grease.....tierces...	470,133	593,040	705,270	646,144	771,417
Hardware.....packages...	6,885,395	6,164,798	6,180,724	6,371,880	6,245,962
Hay.....bales...	[1]785,015	[1]849,295	[1]594,151	[1]562,587	[1]1,135,923
Hemp.....bales, etc...	319,086	544,382	345,432	454,560	566,160
Herring.....boxes...	1,251	3,626	3,052	2,744	3,915
Hides.....number...	[1]1,655,343	[1]1,715,595	[1]1,282,049	[1]1,752,013	[1]1,873,896
Hides.....pounds...	.....	.....	.....	.....	.....
Hog products:					
Bacon..... .....pounds...	[2]39,204	[2]76,268	[2]78,376	[2]84,000	[2]129,166
Bulk, loose.....do.....	[2]4,106,859	[2]3,735,413	[2]3,062,050	[2]2,261,135	[2]4,000,086
Bulk, in boxes.....do.....	[2]195,830	[2]149,868	[2]62,440	[2]163,702	[2]185,859
Hams.....do.....	[2]876,235	[2]634,144	[2]581,134	[2]453,937	[2]475,208
Lard, in tierces.....do.....	846,763	825,181	593,005	804,164	743,050
Lard, in kegs.....do.....	607	628	2,929	1,916	5,228
Pork.....barrels...	134,720	115,653	60,151	137,395	59,238
Hogs.....head...	7,909,572	8,425,486	10,332,694	13,327,912	10,971,784
Hops.....bales...	371,728	457,699	582,624	1,380,540	691,994
Horses.....head...	[1]2,066,256	[1]1,683,267	[1]2,240,237	[1]2,307,968	[1]2,044,960
Ice.....tons...	[3]372,000	[3]318,750	[3]400,000	[3]375,000	[3]750,000
Iron and steel.....pieces...	.....	.....	.....	.....	.....
Iron and steel.....bundles...	.....	.....	.....	.....	.....
Iron and steel.....tons...	5,171,635	4,386,143	5,312,412	6,121,277	6,070,686
Iron and steel, scrap.....do.....	822,222	445,332	443,043	703,728	524,001
Iron, pig.....do.....	[4]9,737,551	[4]7,667,842	[4]9,307,564	[4]10,703,985	[4]10,996,209
Lead.....pigs...	1,289,687	756,204	809,523	1,178,443	955,312
Leather.....bundles...	1,404,102	1,403,083	1,522,301	1,885,983	2,084,212
Lemons.....boxes...	176,091	197,413	251,550	186,044	147,109
Lime.....barrels...	79,538	74,973	93,894	120,848	118,445
Liquors..hogsheads and pipes..	50,160	40,425	41,825	107,800	107,250
Lumber.....square feet...	[5]4,656,500	[5]4,950,500	[5]5,293,400	[5]6,571,730	[5]5,761,500
Malt.....bushels...	641,775	[1]522,423	[1]261,450	221,130	428,561
Merchandise, sundry, packages.....	.....	.....	.....	.....	.....
Merchandise, sundry.....tons...	88,827,812	88,412,150	91,994,750	95,885,000	97,326,000
Molasses.....barrels...	928,426	936,111	1,096,656	1,500,833	1,674,120
Nails.....kegs...	1,472,686	1,345,856	1,574,615	2,108,032	2,010,457
Oakum.....bales...	11,058	14,596	17,213	15,997	41,160
Oats.....bushels...	[1]1,210,225	[1]1,162,819	[1]1,041,563	[1]839,358	[1]1,256,182
Oils.....barrels...	1,907,012	1,588,550	2,503,032	2,750,571	2,321,100
Oil-cake.....tons...	29,774	70,976	45,983	90,244	37,232
Onions.....barrels and sacks...	86,787	68,939	84,046	70,080	100,377
Oranges.....boxes...	533,482	711,181	649,193	435,516	338,627
Peanuts.....bushels...	636,371	980,200	1,214,830	683,128	417,752
Petroleum.....barrels...	[4]4,887,837	[4]4,215,679	[4]3,495,574	[4]2,979,250	[4]2,375,334
Pitch.....do.....	1,968	1,684	1,628	2,792	3,272
Potatoes.....bags and barrels...	623,559	828,190	521,678	931,768	1,420,003
Raisins, figs, etc.....boxes...	75,489	84,521	81,751	139,368	102,975
Rice.....barrels...	503,256	571,062	537,364	527,660	480,684
Rice.....tierces...	.....	.....	.....	.....	.....
Rope, twine, etc.....packages...	782,251	825,794	644,400	716,000	693,000
Rosin.....barrels...	185,262	152,198	115,530	152,200	133,322
Rye.....bushels...	383,664	339,671	283,158	467,124	657,240
Salt.....barrels...	[4]377,591	[4]438,757	[4]410,214	[4]370,041	[4]362,812
Salt.....sacks...	13,178	14,217	14,659	36,719	79,835
Seed:					
Flax.....bushels....	[1]50,156	13,680	24,343	28,741	39,786
Clover, timothy, etc..bags...	796,061	668,350	730,262	837,337	850,664
Sheep.....head...	2,174,515	2,020,512	2,432,582	2,758,990	3,022,779
Shot.....kegs...	19,641	42,750	33,345	39,585	24,236
Soap.....boxes...	375,849	419,446	343,293	256,467	201,286
Spices.....packages...	308,175	377,856	445,056	375,000	290,000
Starch.....boxes...	[6]256,947	[6]153,166	[6]260,786	[6]261,668	[6]248,375

[1] Supplemental reports embraced.

[2] Prior to 1874-'75 the hog product was reported in packages, without regard to the kinds of meat. Since that period it has been reported in pounds, with a view of having each kind of product appear under its appropriate head (the bulk meats embracing also green meats), though on account of the indefiniteness in this particular of the bills and books of transportation companies, it is difficult, in many instances, to arrive at exact facts as to the kinds of meat. The value of these articles prior to 1874-'75 remains under the old classification.

[3] Estimated. Embracing all ice sold for the Cincinnati market.

[4] Comprising also sales made at Cincinnati, when goods were shipped directly from the place of manufacture or storage, without the same stopping at this city.

[5] Including shingles.

[6] Not including receipts from Lockland and St. Bernard, which were embraced prior to 1877-'78.

Imports into Cincinnati for five years, commencing September 1 and ending August 31 of each year, with values of same—Continued.

Articles.	Total value.				
	1885'-86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Stearine.....tierces...	$50,820	$87,464	$45,579	$95,688	$238,560
Sugar.....hogsheads...	214,963	370,937	582,994	2,020,731	680,000
Sugar.....barrels....	4,475,448	4,631,683	5,005,049	4,401,094	5,045,276
Tallow.....tierces....	680,681	891,653	935,456	923,854	1,015,364
Tar.....barrels....	12,578	9,781	14,127	11,748	10,774
Tea.....packages...	396,587	446,215	425,418	389,752	510,686
Tobacco, leaf.....hogsheads....	7,800,552	11,018,880	10,284,811	10,998,300	10,134,442
Do .....cases and bales...	1,420,762	1,606,020	1,392,710	1,289,260	1,568,764
Tobacco, manufactured, packages	2,535,000	2,425,000	2,475,000	3,200,000	3,850,000
Turpentine.....barrels...	295,095	205,481	235,247	253,944	222,320
Wheat.....bushels....	2,987,292	[1]1,714,279	3,145,837	3,470,474	[1]5,509,859
Whisky.....barrels....	[2]10,755,814	[2]12,371,377	[2]14,728,756	[2]12,505,307	[2]12,677,680
Wines and liquors.....do.....	713,745	675,188	725,328	897,136	852,251
Wines and liquors, boxes and baskets.....	483,158	413,950	495,525	508,575	478,575
Wood.....cords...	[3]25,500	[3]21,000	[3]17,500	[3]29,250	[3]24,375
Wool.....bales....	1,297,839	952,325	731,360	1,438,108	1,926,657
Yarns, warps, etc., cotton, packages.....	1,131,688	1,001,935	1,072,695	875,000	900,000

[1] Supplemental reports embraced.
[2] Embracing only receipts from points beyond Cincinnati, Covington, and adjacent localities prior to 1877-'78, receipts from the latter places, both by wagon and public conveyances, were included, which accounts for the great disparity between the years from 1877-'78 to 1885-'86, inclusive, and former years.
[3] Estimated.

A reliable basis for comparing the aggregate annual values of these receipts and shipments, not only for the period covered by the foregoing table, but for thirty years past, is given in the table below.

Table showing the approximate aggregate annual value of the receipts and shipments, respectively, of commodities, at Cincinnati, from 1854-'55 *to* 1885-'86, *inclusive.*

Year.	Receipts.	Shipments.	Year.	Receipts.	Shipments.
1854-'55.....	$67,501,341	$38,777,394	1870-'71.....	$283,796,219	$179,848,427
1855-'56.....	75,295,901	50,809,146	1871-'72.....	317,646,608	200,607,040
1856-'57.....	77,950,146	55,642,172	1872-'73.....	326,023,054	213,320,768
1857-'58.....	83,644,747	52,906,506	1873-'74.....	331,777,055	221,536,852
1858-'59.....	94,213,247	66,007,707	1874-'75.....	311,072,639	201,404,023
1859-'60.....	103,347,216	77,037,188	1875-'76.....	294,214,245	190,186,929
1860-'61.....	90,198,136	67,023,126	1876-'77.....	260,892,540	191,486,831
1861-'62.....	103,292,893	76,449,862	1877-'78.....	223,237,157	186,209,646
1862-'63.....	144,189,213	102,397,171	1878-'79.....	208,153,301	192,338,337
1863-'64.....	389,790,537	239,079,825	1879-'80.....	256,137,902	*253,827,267
1864-'65.....	307,552,397	193,790,311	1880-'81.....	274,651,218	*271,973,776
1865-'66.....	362,032,766	201,850,055	1881-'82.....	295,605,258	*294,719,798
1866-'67.....	335,961,233	192,929,317	1882-'83.....	284,239,878	*290,907,330
1867-'68.....	280,063,948	144,262,133	1883-'84.....	264,118,642	*272,157,351
1868-'69.....	283,927,903	163,084,358	1884-'85.....	247,347,134	*253,260,366
1869-'70.....	312,978,665	193,517,690	1885-'86.....	254,369,127	*264,529,918

* Embracing the total approximate shipment of goods manufactured in Cincinnati.

Besides these special evidences of the commercial wealth of Cincinnati, a table showing the valuation of real and personal property owned by her citizens, with a statement of the annual rate of taxation and revenues derived thereby, will serve to round up the statistical history of the city, and is in itself an epitome of municipal growth in a most important aspect. Such a table is given below, as furnished by J. W. Brewster, esq., auditor of Hamilton County, covering the years it has taken Cincinnati to attain to her present metropolitan proportions.

Valuation of real and personal property, rate of taxation, and amount of tax revenues of Cincinnati for the past fifty-six years, as specified.

Years.	Real estate.	Personalty.	Amount of levy.	Amount of revenue.
1831	$3,356,523	$1,363,057	1.20	$57,917
1832	3,717,785	1,620,924	1.31	72,666
1833	3,912,075	1,391,731	1.41	74,307
1834	3,972,000	1,355,990	1.42	79,131
1835	4,814,030	1,394,542	1.70	107,445
1836	4,881,880	1,651,024	1.85	126,458
1837	4,813,840	1,555,060	1.85	117,824
1838	4,935,500	1,574,516	2.10	141,231
1839	4,933,830	1,628,324	2.55	167,334
1840	4,731,390	1,440,108	2.45	151,201
1841	5,464,800	1,249,501	2.50	167,857
1842	5,840,950	1,147,434	3.00	209,651
1843	5,703,670	1,018,240	3.20	215,101
1844	5,885,650	1,059,632	3.20	222,249
1845	6,157,890	2,015,830	3.00	245,211
1846	6,317,740	3,390,830	2.90	286,388
1847	27,902,220	9,159,960	.95	362,748
1848	28,820,410	9,409,836	1.00	394,363
1849	32,662,500	8,731,174	1.33	566,109
1850	34,194,430	8,668,298	1.70	728,666
1851	34,578,450	11,430,364	1.50	690,132
1852	35,697,540	16,764,570	1.65	910,308
1853	36,520,040	30,321,148	1.85	1,236,561
1854	58,135,436	28,914,269	1.68	1,358,082
1855	60,335,932	24,994,948	1.48	1,262,897
1856	60,701,267	20,795,203	1.35	1,116,927
1857	61,340,971	25,104,120	1.50	1,290,676
1858	62,681,602	26,051,151	1.66	1,422,963
1859	63,746,316	29,292,789	1.64	1,584,110
1860	61,428,917	30,532,458	1.745	1,666,231
1861	62,077,837	30,313,411	1.92	1,833,954
1862	63,503,296	29,707,861	1.766	1,647,513
1863	64,441,532	35,932,561	1.82	1,826,808
1864	65,585,774	47,809,674	2.02	2,290,586
1865	67,610,611	63,135,382	2.29	2,994,083
1866	66,454,662	67,218,101	2.16	2,887,331
1867	68,569,040	68,412,285	2.74	3,753,288
1868	69,799,604	61,583,925	2.80	3,678,738
1869	72,243,844	58,471,666	3.19	4,169,824
1870	78,736,482	57,370,754	3.16	4,300,988
1871	123,427,888	56,934,044	2.22	4,004,034
1872	119,621,886	55,462,410	2.01	3,519,194
1873	121,479,280	64,166,460	2.306	4,280,990
1874	123,231,790	58,718,284	2.338	4,253,992
1875	125,976,835	58,521,730	2.482	4,579,254
1876	127,143,900	56,809,066	2.704	4,976,616
1877	128,820,270	50,609,872	2.91	5,250,537
1878	129,043,880	43,830,188	2.854	4,933,825
1879	128,473,130	40,832,505	2.898	4,908,095
1880	129,956,980	37,578,376	3.10	5,193,596
1881	120,045,230	41,359,163	2.22	3,583,177
1882	121,897,090	45,089,015	2.38	3,977,608
1883	122,874,790	46,859,127	2.05	3,456,115
1884	124,625,370	44,908,822	2.556	4,333,293
1885	127,454,100	42,632,868	2.686	4,568,535
1886	129,378,370	42,571,661	2.544	4,374,408

With the foregoing facts, the subject of Cincinnati's position as a commercial city may be dismissed for a particular inquiry into the relations sustained by all this splendid business to the Ohio River, during these years, or as many of them as recorded statistics have covered upon this special point.

RIVER COMMERCE OF CINCINNATI.

The volume of imports and exports at Cincinnati, so far as the aggregate goes, has no statistical separation into such part as is transported by rail and such as is carried upon the river, and the only practical method to ascertain these proportions is indirect, and such as will be found in a table giving the destination and mode of shipment of the principal commodities exported from the city for several recent years. It is believed that the proportion of imports received by river, for nearly all this list of commodities mentioned in the table, will be more in favor of water transportation, but the percentage of difference would require long and laborious calculations to establish with any degree of certainty. As to one leading article of import—coal—the quantities received by the

two methods of transportation have been kept separate, and the figures will be furnished in a subsequent table. So far as the destination of exports or the sources from which imports were drawn, the railroads keep no record that can be appropriated to the uses of this report, beyond the mere direction in which their aggregate tonnage of freights is carried, and only a few of these roads are able, even if disposed, to make even such a partial showing. A cursory examination of the table following, however, will show an improvement in the volume of a majority of the commodities exported by river and a falling off in a majority of those transported from Cincinnati by rail. It must not be inferred from this recent fact, and it is only recent, that river commerce is recovering lost ground from the railroads. There are too many uncertain factors in the river traffic to enable this to be said with justice, and too many certain disadvantages, aside from industrial depressions and other incidents to which the railroads are subject equally with water routes, to permit such a statement to be made reliably. Take, for example, the present year's commerce by river, when the obstinate low stage of water in the Ohio has reduced river business to an almost unparalleled minimum. Consequently, in a very general way only can the table here given be regarded as furnishing a fair average basis for comparisons between river and rail transit.

Destination and mode of shipment of the principal commodities shipped from Cincinnati during five commercial years, with values of same.

TO NEW ORLEANS BY WATER.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Alcohol.....barrels...	.....	1	14	22	103
Ale, beer, and porter.....do.....	945	641	1,350	2,259	1,131
Apples, green.....do.....	1,088	86	375	838	1,124
Bagging.....pieces...	82	2	48	54	4
Barley.....bushels...	.....	.....	.....	75	140
Beans.....do.....	208	37	202	200	700
Beef.....pounds...	238,050	27,720	69,100	481,080	246,320
Boots and shoes.....cases...	165	214	847	1,822	1,007
Bran, middlings, etc.....tons...	3	.....	8	7	.....
Broom-corn.....pounds...	.....	1,800	648	8,200	35,060
Butter.....barrels...	.....	8	.....	63	.....
Do.....tubs, firkins, etc...	79	422	1,388	1,571	3,779
Candles.....boxes...	612	1,595	7,165	13,049	22,017
Castings.....tons...	368	321	588	1,371	943
Cattle.....head...	140	10	169	77	37
Cement and plaster.....barrels...	130	112	50	81	89
Cheese.....boxes...	68	84	132	475	694
Cider.....barrels...	377	92	316	715	288
Coal.....cars...	.....	.....	.....	.....	.....
Coffee.....bags...	38	57	56	353	276
Coke.....cars...	.....	.....	.....	.....	.....
Cooperage.....pieces...	8,678	7,153	11,786	7,718	17,379
Corn.....bushels...	18	40	150	271	1,117
Corn meal.....barrels...	44	.....	.....	93	847
Cotton.....bales...	21	.....	.....	3	249
Crockery.....packages...	1,662	931	1,286	2,697	1,897
Eggs.....cases and barrels...	.....	.....	.....	26	5
Feathers.....sacks...	1	.....	51	27	21
Fish.....barrels...	35	29	15	131	173
Do.....kegs and kits...	299	640	299	1,434	1,700
Flour.....barrels...	1,237	235	623	3,174	2,357
Fruit, dried.....bushels...	97	204	63	441	266
Furniture[1].....packages...	4,908	5,217	21,439	33,021	29,429
Glass, window.....boxes...	1,440	2,095	1,091	2,903	1,096
Glassware.....packages...	10,963	12,173	10,261	17,869	16,149
Grease.....tierces...	46	.....	32	124	77
Hardware.....packages...	1,008	673	2,591	3,156	2,917
Hay[2].....bales...	412	157	499	390	2,256
Hemp.....bundles and bales...	.....	8	75	20	.....
Hides.....number...	.....	.....	.....	50	156
Hog product:					
Bacon.....pounds...	83,370	73,100	18,800	491,200	617,580
Bulk, loose.....do.....	1,500	.....	7,990	41,600	14,882
Bulk, boxed.....do.....	9,000	80,500	6,500	418,500	398,000
Hams.....do.....	443,340	88,960	25,100	1,077,080	1,075,180
Lard, tierces.....do.....	21,450	25,820	59,210	272,326	315,800
Lard, kegs.....do.....	.....	1,305	2,790	20,130	32,064
Pork.....barrels...	813	476	1,421	3,162	4,851

[1] Embracing chairs, etc.

[2] Shipments reported daily on the books of the chamber of commerce, not including any movement comprised in supplemental reports or returns.

Destination, etc., of the principal commodities shipped from Cincinnati, etc.—Continued.

TO NEW ORLEANS BY WATER—Continued.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Hogs ... head	12	4	...	3	...
Hops ... bales	...	...	...	10	...
Horses[1] ... head	122	67	100	146	191
Iron and steel ... tons	827	854	1,743	3,548	1,951
Iron and steel scrap ... do	...	...	...	...	...
Iron, pig[1] ... do	...	...	...	105	71
Lead, pig ... do	...	...	...	...	...
Lead, white[2] ... kegs	...	...	74	700	1,497
Do[2] ... pounds	7,775	4,200	...	...	...
Leather ... bundles	6	6	55	92	181
Lemons ... boxes	...	...	10	...	...
Lime ... barrels	...	10	...	146	14
Malt ... bushels	...	...	...	...	...
Manufactures ... pieces	2,975	1,543	1,362	2,588	3,652
Merchandise, sundry ... tons	3,449	2,208	3,759	6,040	5,440
Molasses ... barrels	25	15	14	67	195
Nails ... kegs	37,217	36,052	56,647	41,702	53,112
Naval stores ... barrels	...	40	13	43	32
Oats ... bushels	6,302	1,494	100	150	460
Oil ... barrels	741	858	2,368	4,983	3,228
Oil-cake ... tons	...	...	...	...	...
Onions ... barrels and sacks	90	27	178	110	149
Oranges[3] ... boxes	...	...	...	...	...
Peanuts ... bags	161	140	135	217	394
Petroleum[1] ... barrels	2,684	1,080	1,695	3,488	3,764
Potatoes ... bags and barrels	2,016	65	3,165	6,730	2,059
Rice[3] ... barrels	...	...	...	...	...
Rope, twine, etc ... packages	135	408	391	1,437	1,259
Rye ... bushels	...	...	...	...	...
Salt[1] ... barrels	300	561	400	970	1,104
Do ... sacks	10	...	...	...	...
Seed:					
Flax ... bags	...	...	...	...	...
Clover, timothy, etc ... do	47	43	3	187	249
Sheep ... head	...	43	100	76	516
Soap ... boxes	24,008	22,372	26,322	32,136	36,264
Spices ... packages	...	10	...	12	...
Starch ... boxes	22,240	19,134	26,037	35,117	26,255
Stearine ... tierces	...	...	...	...	27
Sugar ... hogsheads	...	5	1	1	...
Do ... barrels	5	76	162	64	184
Tallow ... tierces	...	...	2	37	13
Tobacco:					
Leaf ... hogsheads	544	104	39	428	49
Do ... cases and bales	9	2	10	138	67
Manufactured ... packages	78	21	163	964	904
Vinegar ... barrels	1,725	810	1,875	2,713	1,011
Wheat ... bushels	...	...	...	...	...
Whisky[1] ... barrels	2,956	1,664	4,413	12,380	14,098
Wines and liquors ... do	241	389	465	940	245
Do ... baskets and boxes	536	146	697	1,879	929
Wools ... bales	...	...	...	2	...

[1] Shipments reported daiiy on the books of the chamber of commerce, not including any movement comprised in supplemental reports or returns.
[2] Reported in pounds in 1884-'85; previously in kegs.
[3] Not reported prior to 1881-'82.

TO OTHER DOWN-RIVER PORTS.

Alcohol ... barrels	66	82	257	500	550
Ale, beer, and porter ... do	1,881	1,282	2,104	1,799	1,716
Apples, green ... do	12,697	5,012	3,205	4,554	13,506
Bagging ... pieces	317	60	953	689	2,843
Barley ... bushels	1,738	1,285	1,640	82	5,066
Beans ... do	974	1,151	945	1,525	3,248
Beef ... pounds	18,150	17,050	51,790	70,030	155,210
Boots and shoes ... cases	11,456	8,434	20,562	27,292	19,760
Bran, middlings, etc ... tons	37	146	125	76	215
Broom-corn ... pounds	1,250	1,500	2,374	8,100	43,050
Butter ... barrels	...	23	25	20	159
Do ... tubs, firkins, etc	158	224	300	976	2,702
Candles ... boxes	962	816	2,452	5,185	3,896
Castings ... tons	425	388	810	1,087	1,061
Cattle ... head	910	814	355	677	502
Cement and plaster ... barrels	1,899	1,196	764	1,703	1,332

Destination, etc., of the principal commodities shipped from Cincinnati, etc.—Continued.

TO OTHER DOWN-RIVER PORTS—Continued.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Cheese ....boxes...	2,187	2,052	3,300	3,566	3,379
Cider ....barrels...	597	287	1,182	1,290	1,831
Coal ....cars...	.....	.....	.....	.....	.....
Coffee ....bags...	8,666	6,980	8,672	11,441	7,715
Coke ....cars...	.....	2	2	.....	.....
Cooperage ....pieces...	490	860	2,149	2,568	7,398
Corn ....bushels...	5,386	3,136	14,733	7,034	35,414
Corn meal ....barrels...	281	576	478	589	3,414
Cotton ....bales...	660	168	135	102	56
Crockery ....packages...	1,919	3,020	5,258	4,179	1,739
Eggs ....cases and barrels...	36	8	115	73	155
Feathers ....sacks...	56	90	3	94	76
Fish ....barrels...	2,200	2,502	1,245	1,421	2,287
Do ....kegs and kits...	5,898	7,981	11,795	17,410	10,144
Flour ....barrels...	7,851	9,814	10,594	11,972	19,839
Fruit, dried ....bushels...	1,138	454	331	940	6,238
Furniture[1] ....packages...	11,691	10,450	17,008	17,687	14,823
Glass, window ....boxes...	2,583	3,489	4,755	7,138	5,408
Glassware ....packages...	31,266	21,915	41,746	47,468	35,349
Grease ....tierces...	37	14	57	89	98
Hardware ....packages...	39,912	31,947	46,342	63,393	38,387
Hay[2] ....bale...	83	117	428	132	2,824
Hemp ....bundles and bales...	20	3	.....	9	65
Hides ....number...	1,460	883	2,349	3,089	2,423
Hog product:					
Bacon ....pounds...	506,280	479,880	732,492	929,790	1,219,200
Bulk, loose ....do....	11,750	18,760	30,980	39,560	23,580
Bulk, boxed ....do....	78,500	15,500	42,000	83,000	33,500
Hams ....do....	129,880	148,110	191,720	209,580	315,860
Lard, tierces ....do....	448,541	199,922	194,530	346,649	431,944
Lard, kegs ....do....	3,375	2,295	3,465	10,350	11,537
Pork ....barrels...	34	106	205	218	589
Hogs ....head...	1,031	895	88	229	1,314
Hops ....bales...	95	98	136	96	106
Horses[2] ....head...	416	395	390	363	293
Iron and steel ....tons...	3,867	3,173	7,703	9,237	6,049
Iron and steel scraps ....do...	.....	4	.....	29	12
Iron, pig[2] ....do....	532	293	638	1,180	1,165
Lead, pig[2] ....do....	.....	.....	10	10	.....
Lead, white[3] ....kegs...	.....	.....	13,072	14,856	11,330
Do[3] ....pounds...	210,430	193,902	.....	.....	.....
Leather ....bundles...	770	339	715	1,316	943
Lemons ....boxes...	294	346	360	222	137
Lime ....barrels...	1,349	835	792	1,014	580
Malt ....bushels...	21,251	24,605	19,867	8,175	37,377
Manufactures ....pieces...	1,209	8,889	1,761	2,898	929
Merchandise, sundry ....tons....	12 261	10,131	14,242	11,168	9,265
Molasses ....barrels...	2,419	2,056	1,192	2,631	3,908
Nails ....kegs...	165,752	109,198	146,078	174,023	142,045
Naval stores ....barrels....	58	115	292	161	239
Oats ....bushels....	2,416	4,782	2,841	1,184	8,499
Oil ....barrels...	3,284	4,620	12,679	15,410	7,846
Oil-cake ....tons....	.....	.....	.....	4	7
Onions ....barrels and sacks...	387	550	1,777	1,712	1,023
Oranges[4] ....boxes...	734	962	291	197	531
Peanuts ....bags...	913	745	524	758	1,390
Petroleum[2] ....barrels...	12,703	9,296	5,564	9,796	12,133
Potatoes ....bags and barrels...	2,905	4,688	1,653	5,353	9,344
Rice[4] ....barrels...	306	201	182	365	2
Rope, twine, etc ....packages...	8,591	4,023	5,056	5,308	2,897
Rye ....bushels...	11,588	22,730	7,696	2,218	8,022
Salt[2] ....barrels...	53,227	31,717	40,889	57,161	76,324
Do ....sacks....	100	15	3	57	195
Seeds:					
Flax ....bags...	.....	.....	.....	.....	.....
Clover, timothy, etc ....do....	2,434	2,482	1,979	3,825	4,353
Sheep ....head...	.....	175	479	801	173
Soap ....boxes....	22,403	26,960	32,915	40,751	34,818
Spices ....packages....	356	230	491	335	178
Starch ....boxes...	15,292	5,076	8,887	14,379	5,835
Stearine ....tierces...	.....	.....	.....	5	.....
Sugar ....hogsheads....	32	111	43	100	222
Do ....barrels...	7,536	6,612	6,901	8,447	7,172

[1] Embracing chairs, etc.

[2] Shipments reported daily on the books of the Chamber of Commerce, not including any movement comprised in supplemental reports or returns.

[3] Reported in pounds in 1884-'85; previously in kegs.

[4] Not reported prior to 1881-'82.

Destination, etc., of the principal commodities shipped from Cincinnati, etc.—Continued.

TO OTHER DOWN-RIVER PORTS—Continued.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Tallow.....tierce....	6	5	15	44	8
Tobacco:					
Leaf.....cases and bales....	2,016	2,635	1,938	2,956	1,329
Do.....hogsheads...	577	436	1,432	1,394	1,440
Manufactured.....packages...	3,831	4,861	5,982	7,886	5,806
Vinegar.....barrels....	4,195	3,845	4,499	8,740	7,215
Wheat.....bushels....	6,590	1,743	10,592	340	11,071
Whisky*.....barrls....	5,266	5,355	12,629	24,771	30,474
Wines and liquors.....do...	230	163	259	644	1,100
Do.....baskets and boxes....	1,603	1,079	1,746	2,208	1,560
Wools.....bales..	361	381	406	347	394

TO UP-RIVER PORTS.

Alcohol.....barrels...	117	101	245	149	245
Ale, beer, and porter.....do.....	9,750	8,073	11,978	16,091	14,046
Apples, green.....do.....	922	985	1,380	1,277	1,007
Bagging.....pieces...	.....	.....	.....	6	.....
Barley.....bushels...	.....	4,400	1,240	2,025	4,220
Beans.....do.....	1,388	3,930	2,318	2,885	5,077
Beef.....pounds...	4,510	3,960	6,940	18,380	65,576
Boots and shoes.....cases...	11,324	6,587	10,193	11,963	12,740
Bran, middlings, etc.....tons...	321	346	289	356	1,106
Broom-corn.....pounds..	47,980	48,020	74,400	56,200	92,250
Butter.....barrels...	.....	2	.....	.....	4
Do.....tubs, firkins, etc...	33	128	80	153	165
Candles.....boxes...	976	899	1,692	2,016	4,306
Castings.....tons...	193	131	261	742	704
Cattle.....head...	319	436	394	432	580
Cement and plaster.....barrels...	21,128	4,434	7,832	8,306	7,098
Cheese.....boxes...	4,176	3,911	4,723	5,827	9,520
Cider.....barrels...	137	214	370	286	132
Coal.....cars...	.....	.....	.....	.....	163
Coffee.....bags...	12,902	12,066	13,339	12,528	15,315
Coke.....cars...	.....	.....	207	.....	5
Cooperage.....pieces...	212	193	1,102	1,065	1,882
Corn.....bushels...	30,363	122,315	46,377	15,260	237,003
Corn-meal.....barrels...	1,051	6,457	1,742	1,831	6,504
Cotton.....bales...	2,587	858	908	4,236	2,556
Crockery.....packages...	1,178	578	846	592	171
Eggs.....cases and barrels...	280	144	503	221	.....
Feathers.....sacks..	20	24	66	30	59
Fish.....barrels....	464	497	671	587	1,144
Do.....kegs and kits...	1,846	2,833	3,850	4,742	8,312
Flour.....barrels...	41,212	47,218	31,534	37,196	70,375
Fruit, dried.....bushels...	1,781	1,546	4,248	3,266	10,455
Furniture[1].....packages...	10,244	10,327	18,867	22,243	37,312
Glass, window.....boxes...	716	995	1,614	1,165	1,186
Glassware.....packages..	5,809	3,529	5,125	5,838	7,504
Grease.....tierces...	18	4	26	106	91
Hardware.....packages...	17,313	15,720	23,444	29,894	33,755
Hay[2].....bales...	8,205	1,526	194	214	7,787
Hemp.....bundles and bales...	10	.....	6	97	14
Hides.....number...	9,510	7,605	7,177	10,709	13,200
Hog product:					
Bacon.....pounds...	3,399,810	2,881,700	3,310,344	3,264,018	4,369,975
Bulk, loose.....do.....	610,580	668,510	406,670	787,510	689,405
Bulk, boxed.....do.....	144,500	66,500	194,500	720,000	1,322,500
Hams.....do.....	478,825	458,015	457,470	721,600	693,620
Lard, tierces.....do.....	850,720	706,937	708,447	740,587	823,716
Lard, kegs.....do.....	1,620	7,065	10,070	3,355	47,532
Pork.....barrels...	541	548	463	1,566	1,509
Hogs.....head...	7,940	3,180	2,232	5,603	5,387
Hops.....bales...	31	17	122	39	157
Horses.....head...	567	901	1,197	2,274	4,700
Iron and steel.....tons...	282	252	655	589	873
Iron and steel scrap.....do.....	17	4	21	194	116
Iron, pig[2].....do.....	503	783	1,621	3,207	4,480
Lead, pig[2].....do.....	8,061	63	.....	43	10
Lead, white[2].....do.....	.....	.....	15,957	21,889	19,061
Do[2].....pounds...	231,485	244,003	.....	.....	.....
Leather.....bundles...	1,847	1,142	1,951	2,901	3,210

[1] Embracing chairs.

[2] Shipments reported daily on the books of the Chamber of Commerce, not including any movement comprised in supplemental reports or returns.

Destination, etc., of the principal commodities shipped from Cincinnati, etc.—Continued.

TO UP-RIVER PORTS—Continued.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Lemons.....boxes...	576	919	757	732	15,191
Lime.....barrels...	9,259	11,333	17,241	14,201	13,752
Malt.....bushels...	8,883	2,039	5,112	7,128	13,873
Manufactures.....pieces...	374	615	819	1,432	1,053
Merchandise, sundry.....tons...	9,107	7,706	11,050	12,124	15,302
Molasses.....barrels...	2,935	2,269	8,923	16,188	10,964
Nails.....kegs...	1,815	1,217	1,582	2,111	1,263
Naval stores.....barrels...	259	212	225	299	390
Oats.....bushels...	2,390	26,341	12,263	12,118	36,272
Oil.....barrels...	4,894	2,876	5,361	6,290	4,897
Oil-cake.....tons...	.....	.....	.....	.....	14
Onions.....barrels and sacks...	252	708	697	827	1,007
Oranges[1].....boxes...	1,319	1,628	2,049	570	91
Peanuts.....bags...	4,627	2,623	3,789	5,836	6,659
Petroleum[2].....barrels...	1,056	1,934	1,022	1,398	2,352
Potatoes.....bags and barrels...	9,269	13,493	7,288	11,084	13,511
Rice[1].....barrels...	719	862	1,572	2,216	30
Rope, twine, etc.....packages...	2,198	1,875	3,517	2,561	2,438
Rye.....bushels...	3,541	1,676	8,452	4,309	14,276
Salt[2].....barrels...	586	1,614	626	472	2,599
Do.....sacks...	8	.....	7	.....	56
Seed:					
Flax.....bags...	.....	.....	.....	.....	234
Clover, timothy, etc.....do.....	8,668	8,442	9,097	7,693	10,625
Sheep.....head...	45	318	315	143	92
Soap.....boxes...	10,556	9,540	28,739	28,607	30,430
Spices.....packages...	824	708	400	165	120
Starch.....boxes...	8,196	6,203	9,756	9,713	13,456
Stearine.....tierces...	.....	4	10	5	.....
Sugar.....hogsheads...	24	24	149	554	421
Do.....barrels...	9,050	8,975	9,784	8,938	11,567
Tallow.....tierces...	3	3	35	53	124
Tobacco:					
Leaf.....hogsheads...	158	264	1,995	1,519	3,715
Do.....cases and bales...	352	151	670	1,214	1,377
Manufactured.....packages...	8,337	6,418	8,652	9,806	11,579
Vinegar.....barrels...	3,208	2,590	4,303	4,938	2,126
Wheat.....bushels...	33,322	38,858	11,071	23,463	61,480
Whisky[2].....barrels...	8,126	6,487	9,991	13,590	27,805
Wines and liquors.....do.....	253	148	174	317	333
Do.....baskets and boxes...	1,538	1,287	2,174	1,878	3,315
Wool.....bales...	1,842	526	1,065	754	1,630

VIA RAILROADS.

Alcohol.....barrels...	5,630	4,279	13,287	12,156	9,744
Ale, beer, and porter.....do.....	341,302	306,943	302,019	265,865	231,310
Apples, green.....do.....	136,879	107,920	110,055	174,317	103,770
Bagging.....pieces...	11,227	14,397	11,829	5,857	29,774
Barley.....bushels...	203,632	116,532	79,699	61,300	72,281
Beans.....do.....	30,789	33,961	17,708	16,725	25,311
Beef.....pounds...	2,865,493	2,644,960	3,172,907	3,345,830	3,691,168
Boots and shoes.....cases...	169,014	158,349	161,361	126,429	119,151
Bran, middlings, etc.....tons...	13,009	16,932	15,599	26,989	8,648
Broom-corn.....pounds...	608,548	1,108,536	1,158,733	1,827,540	490,898
Butter.....barrels...	247	67	45	135	387
Butter, tubs, firkins, etc.....	20,614	16,170	13,083	10,159	13,750
Candies.....boxes...	151,843	176,692	178,456	180,244	218,783
Castings.....tons...	57,388	49,170	52,046	47,029	46,806
Cattle.....head...	70,237	57,325	70,806	83,019	94,895
Cement and plaster.....barrels...	36,277	59,685	34,045	32,175	26,286
Cheese.....boxes...	32,441	42,473	36,952	37,954	43,084
Cider.....barrels...	2,714	1,607	2,016	1,488	660
Coal.....cars...	15,319	12,635	15,446	14,882	18,130
Coffee.....bags...	156,410	175,619	133,924	117,875	82,118
Coke.....cars...	3,546	1,672	2,559	1,353	1,706
Cooperage.....pieces..	131,288	89,258	97,918	106,702	149,572
Corn.....bushels...	2,759,470	2,769,421	1,718,892	1,171,153	3,634,817
Corn-meal.....barrels...	24,825	21,615	7,846	3,836	9,660
Cotton.....bales...	377,680	271,421	301,474	371,813	391,635

[1] Not reported prior to 1881-'82.

[2] Shipments reported daily on the books of the Chamber of Commerce, not including any movement comprised in supplemental reports or returns.

Destination, etc., of the principal commodities shipped from Cincinnati, etc.—Continued.

VIA RAILROADS—Continued.

Articles.	Quantities.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Crockery.....packages...	74,937	53,196	41,449	40,880	38,522
Eggs.....cases and barrels...	69,583	44,354	57,457	37,483	7,159
Feathers.....sacks...	8,538	9,499	12,483	9,746	11,386
Fish.....barrels...	16,022	20,723	16,504	13,492	11,168
Do.....kegs and kits...	28,881	56,452	67,840	64,117	65,531
Flour.....barrels...	517,914	526,703	665,010	960,695	518,806
Fruit, dried.....bushels...	117,232	215,876	185,926	158,615	96,828
Furniture[1].....packages...	99,818	87,376	96,130	83,713	100,676
Glass, window.....boxes...	118,542	79,932	59,532	87,817	90,347
Glassware.....packages...	248,343	204,908	183,483	210,298	217,918
Grease.....tierces...	20,275	21,998	30,398	36,663	26,211
Hardware.....packages...	209,122	160,658	151,103	144,996	117,670
Hay[2].....bales...	124,594	132,528	82,055	26,056	55,449
Hemp.....bundles and bales...	3,857	7,381	10,136	10,145	12,157
Hides.....number...	139,953	178,476	152,520	195,140	209,849
Hog product:					
Bacon.....pounds...	13,813,925	11,972,696	12,714,535	9,249,434	14,589,337
Bulk, loose.....do.....	94,651,275	65,657,234	51,561,667	44,512,853	48,176,343
Bulk, boxed.....do.....	6,795,115	7,048,400	5,910,760	8,107,977	6,997,840
Hams.....do.....	15,666,105	15,138,530	13,056,014	11,629,400	11,612,586
Lard, tierces.....do.....	32,956,074	28,670,314	24,038,310	29,635,105	22,624,815
Lard, kegs.....do.....	5,335	31,345	55,327	42,415	512,349
Pork.....barrels...	18,325	20,403	17,399	20,082	10,549
Hogs.....head...	206,042	253,560	321,318	236,210	177,818
Hops.....bales...	6,049	5,396	4,772	4,031	3,424
Horses.....head...	9,196	10,003	13,153	11,299	11,824
Iron and steel.....tons...	99,223	85,371	102,291	101,895	80,400
Iron and steel, scrap.....do.....	27,419	13,093	12,887	9,223	4,352
Iron, pig.....do.....	144,817	110,576	119,398	102,327	95,262
Lead, pig.....do.....	120,685	62,592	71,106	127,099	83,717
Lead, white.....kegs...	.....	.....	425,875	444,139	379,922
Do.....pounds...	8,928,595	9,902,160	.....	.....	.....
Leather.....bundles...	45,015	40,687	43,316	47,530	45,046
Lemons.....boxes...	9,503	13,500	17,389	10,067	4,685
Lime.....barrels...	16,636	20,460	16,331	16,907	15,131
Malt.....bushels...	458,919	414,352	345,308	280,639	419,895
Manufactures.....pieces...	61,582	60,068	65,404	65,751	63,745
Merchandise, sundry.....tons...	676,594	472,668	456,865	512,503	490,524
Molasses.....barrels...	31,649	32,712	27,546	26,273	33,853
Nails.....kegs...	249,605	250,266	206,501	215,045	254,061
Naval stores.....barrels...	42,003	36,080	36,077	43,605	25,280
Oats.....bushels...	2,109,174	1,940,089	1,279,873	504,318	865,561
Oil.....barrels...	75,701	60,539	89,458	84,778	79,646
Oil-cake.....tons...	1,384	2,750	1,541	3,394	1,513
Onions.....barrels and sacks...	30,142	29,161	27,788	22,343	14,906
Oranges.....boxes...	60,161	107,374	79,625	34,854	16,949
Peanuts.....bags...	72,387	104,552	85,858	81,414	76,407
Petroleum.....barrels...	202,770	135,963	111,351	105,614	149,270
Potatoes.....bags and barrels...	207,409	230,188	216,325	219,646	189,246
Rice.....barrels...	22,095	23,650	15,975	16,397	588
Rope, twine, etc.....packages...	137,721	145,052	88,275	66,682	44,492
Rye.....bushels...	232,783	169,844	93,307	159,470	298,997
Salt.....barrels...	195,237	203,611	234,421	121,888	121,990
Do.....sacks...	1,113	1,782	1,223	43,929	52,417
Seed:					
Flax.....bags...	255	1,476	571	5,896	4,560
Clover, timothy, etc.....do.....	71,183	72,164	58,449	62,322	66,956
Sheep.....head...	382,938	372,592	444,524	521,485	628,488
Soap.....boxes...	711,514	720,035	583,049	473,613	412,411
Spices.....packages...	1,905	2,965	2,099	1,095	1,480
Starch.....boxes...	458,306	378,034	441,849	348,382	325,094
Stearine.....tierces...	4,298	4,276	5,085	5,966	3,695
Sugar.....hogsheads...	1,138	4,176	3,301	17,600	3,537
Do.....barrels...	117,732	145,071	112,220	71,995	71,418
Tallow.....tierces...	9,954	12,979	14,121	10,175	3,901
Tobacco:					
Leaf.....hogsheads...	98,729	107,031	86,874	85,817	69,671
Do.....cases and bales...	9,684	9,739	13,296	10,506	10,300
Manufactured.....packages...	301,368	323,748	336,121	350,792	371,047
Vinegar.....barrels...	33,280	39,641	45,268	30,427	19,452
Wheat.....bushels...	2,522,319	1,144,405	2,319,068	2,045,859	3,053,743
Whisky.....barrels...	423,799	432,589	470,773	404,939	395,997
Wines and liquors.....do.....	10,564	8,114	10,298	13,388	13,910
Do.....baskets and boxes...	52,963	56,125	65,551	54,465	38,168
Wool.....bales...	29,867	25,921	16,421	24,788	34,532

[1] Embracing chairs.

[2] Shipments reported daily on the books of the Chamber of Commerce, not including any movement comprised in supplemental reports or returns.

Destination, etc., of the principal commodities shipped from Cincinnati, etc.—Continued.

TOTAL VALUE BY YEARS, IN DOLLARS.

Articles.	Values.				
	1885–'86.	1884–'85.	1883–'84.	1882–'83.	1881–'82.
Alcohol	$915,149	$650,204	$1,973,829	$2,004,572	$1,585,[illegible]41
Ale, beer, and porter	2,391,984	2,457,161	2,545,976	2,579,985	2,233,944
Apples, green	222,524	256,506	384,864	617,520	431,687
Bagging	58,130	72,295	64,150	34,681	138,639
Barley	170,457	97,162	60,368	47,130	91,582
Beans	58,377	68,388	58,225	77,659	113,995
Beef	119,145	209,171	305,317	364,907	426,222
Boots and shoes	9,910,843	8,962,141	9,963,868	10,488,282	10,257,489
Bran, middlings, etc	162,200	233,319	235,464	389,546	193,712
Broomcorn	59,470	63,792	87,937	152,107	59,513
Butter, in barrels; Butter, in tubs, firkins, etc	234,558	197,811	245,311	259,291	388,790
Candles	689,810	907,210	1,046,351	1,142,815	1,411,841
Castings	4,005,200	3,403,168	3,875,256	4,026,640	4,232,309
Cattle	4,027,837	3,308,025	4,877,232	5,473,325	6,720,980
Cement and plaster	79,607	88,027	59,151	54,035	44,482
Cheese	148,102	181,950	177,721	210,416	257,215
Cider	25,340	15,400	34,956	45,348	23,288
Coal	[1]1,014,070	[1]1,012,509	[1]1,139,185	[1]1,059,967	[1]1,128,822
Coffee	2,388,974	2,788,419	2,651,847	1,965,162	1,637,327
Coke	223,398	132,213	232,650	90,041	140,812
Cooperage	351,670	171,069	196,923	214,263	301,823
Corn	1,146,047	1,426,030	998.511	718,038	2,971,910
Cornmeal	51,189	60,733	24,259	16,253	68,423
Cotton	18,860,292	14,984,585	15,132,900	17,903,320	22,021,456
Crockery	1,628,199	1,387,131	1,305,336	1,293,447	1,255,785
Eggs	285,187	221,639	338,577	217,368	96,903
Feathers	224,162	267,625	281,172	234,163	265,466
Fish, in barrels	149,768	190,008	125,995	140,008	144,027
Fish, in kegs and kits	21,415	33,953	56,135	63,146	77,118
Flour	2,099,991	2,435,948	3,029,316	4,535,795	3,559,113
Fruit, dried	102,173	281,314	346,670	307,508	199,169
Furniture	[2]6,990,825	[2]6,173,029	[2]7,379,329	[2]7,607,555	[2]7,566,936
Glass, window	625,250	549,772	446,023	541,900	499,988
Glassware	764,662	625,740	651,585	802,198	830,760
Grease	346,392	374,272	576,695	1,017,005	794,310
Hardware	5,258,872	4,835,095	5,171,069	5,443,230	5,336,500
Hay	310,301	330,127	184,886	63,443	213,444
Hemp	264,316	421,344	408,680	410,960	428,960
Hides	[1]723,092	[1]839,744	[1]709,945	[1]931,625	1,015,956
Hog product:					
Bacon	[3]1,023,774	[3]1,097,888	[3]1,426,404	[3]1,535,544	[3]2,290,474
Bulk, loose	[3]5,001,943	[3]4,313,042	[3]4,030,566	[3]4,424,698	[3]4,768,160
Bulk, boxed	[3]386,491	[3]504,763	[3]507,685	[3]932,947	[3]875,184
Hams	[3]1,699,779	[3]1,702,113	[3]1,853,591	[3]1,856,719	[3]1,849,128
Lard, in tierces	2,142,544	2,072,376	2,126,631	3,365,238	2,783,684
Lard, in kegs	826	3,780	7,344	9,150	81,470
Pork	199,120	274,330	304,901	473,787	341,746
Hogs	1,862,116	1,932,292	2,589,104	2,695,051	2,214,228
Hops	176,530	201,702	268,602	600,457	235,637
Horses	[1]1,218,770	[1]1,214,938	[1]1,600,828	[1]1,613,097	[1]1,729,969
Iron and steel	4,182,495	3,376,663	5,405,280	6,357,835	5,934,079
Iron and steel scraps	466,412	222,734	174,366	170,028	85,215
Iron, pig	[4]8,784,656	[4]6,851,410	[4]8,397,564	[4]9,812,881	[4]9,421,302
Lead, pig	492,453	182,592	211,214	446,303	329,047
Lead, white	.....	.....	.....	.....	.....
Do	586,221	558,590	668,248	707,326	893,118
Leather	2,175,151	1,951,812	2,243,843	2,663,188	2,666,898
Lemons	53,006	65,556	77,211	50,035	28,147
Lime	25,331	27,786	33,271	33,917	33,021
Malt	422,987	362,066	278,517	223,343	488,364
Manufactures	552,087	525,747	677,702	672,188	659,195
Merchandise, sundry	99,868,000	96,515,000	99,840,000	103,486,000	102,931,000
Molasses	759,978	853,678	927,968	1,162,844	1,381,990
Nails	1,267,546	1,128,806	1,316,793	1,781,481	1,744,696
Naval stores	325,779	220,661	148,555	311,412	234,420
Oats	699,693	671,102	466,825	216,845	475,548
Oil	[5]1,896,500	[5]1,733,527	[5]3,069,682	[5]3,467,924	[5]2,975,008

[1] Supplemental reports included.

[2] Including chairs.

[3] Prior to 1874–'75 the hog product was reported in packages, without regard to the kinds of meat. Since that period it has been reported in pounds, with a view to having each kind of product under its appropriate head. On account, however, of the indefiniteness of the bills and records of transportation companies, it is difficult in many instances to reach precise statistics as to kinds of meat. The value of these articles prior to 1874–'75 remains under the old classification.

[4] Embracing also sales made at Cincinnati where goods were shipped directly from the place of manufacture or storage, without the same stopping in this city.

[5] Not including petroleum, which was embraced prior to 1881–'82.

Destination, etc., of the principal commodities shipped from Cincinnati, etc.—Continued.

TOTAL VALUE BY YEARS, IN DOLLARS--Continued.

Articles.	Values.				
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1881-'82.
Oil-cake	$32,524	$70,201	$41,221	$86,547	$40,651
Onions	77,178	56,324	63,052	56,981	51,255
Oranges	284,940	445,354	385,235	168,843	105,601
Peanuts	433,388	569,959	881,060	717,131	592,189
Petroleum	[1](2)4,501,102	[1](2)3,759,434	[1](2)3,132,328	[1](2)2,566,734	[1](2)2,121,593
Potatoes	363,442	423,067	359,778	533,418	711,902
Rice	291,312	361,798	276,572	305,767	380,182
Rope, twine, etc.	1,821,281	1,687,130	1,203,300	1,347,000	1,265,550
Rye	161,390	126,586	70,621	106,653	307,640
Salt in barrels	[2]303,532	[2]316,239	[2]333,983	[2]248,370	250,184
Salt in sacks	1,415	2,066	1,479	28,897	37,549
Seed:					
Flax	543	3,867	1,499	13,266	11,745
Clover, timothy, etc.	825,092	688,934	712,187	904,855	736,662
Sheep	1,627,678	1,492,512	1,904,381	1,970,681	2,359,758
Soap	[3]2,569,391	2,531,642	2,657,706	2,271,870	2,019,716
Spices	566,406	598,689	538,200	435,000	375,000
Starch	622,481	535,065	667,960	721,622	702,874
Stearine	95,114	105,502	157,375	240,773	156,324
Sugar, in hogsheads	87,305	316,621	303,978	1,754,976	443,080
Sugar, in barrels	2,828,579	3,354,319	3,182,941	2,536,988	2,704,455
Tallow	168,374	280,908	359,994	289,448	113,288
Tobacco:					
Leaf, in hogsheads	8,318,664	11,674,204	9,789,391	11,067,840	9,495,028
Leaf, in cases and bales	675,559	851,027	850,465	706,994	709,299
Manufactured, in packages	5,057,743	5,145,440	6,107,114	6,979,515	7,653,434
Vinegar	151,210	189,996	226,088	200,413	128,864
Wheat	2,318,846	1,075,482	2,418,785	2,223,185	4,197,324
Whisky	[3]23,392,392	[3]24,192,293	[3]26,549,134	[3]26,240,811	[3]26,378,066
Wines and liquors in barrels	507,960	405,444	515,016	718,583	732,871
Wines and liquors in baskets and boxes	736,320	762,281	912,184	785,590	571,636
Wool	1,603,750	956,787	752,766	1,403,892	2,090,931
Total	264,529,918	253,260,366	272,157,351	290,907,330	294,719,798

[1] Included in "oil," prior to 1881-'82.
[2] Embracing also sales made at Cincinnati where goods were shipped directly from the place of manufacture or storage, without the stopping in this city.
[3] Supplemental reports included.

This table shows that of the commodities named 43 have their principal distribution at up-river ports, 39 at down-river ports, and that 16 are about evenly divided as to destination. What is rather an anomaly, so far as the current opinion runs, is the fact that the greater proportion of hog products shipped from Cincinnati by water finds an up-river market; but this class of supplies goes to feed the great army of laborers in the mines, salt works, and oil and lumber regions of West Virginia, instead of being drawn southward, as was formerly the case. The railroads, however, continue to carry immense stores of this kind to the leading cities south and west of the Mississippi, and this enables Cincinnati to remain a good second on the list of pork-packing centers of the country.

To supplement the figures just given, the following table, showing the monthly receipts by river of the leading commodities at Cincinnati for five commercial years, will serve to close the only gap in this subject that can be filled by recorded facts:

Monthly receipts, by river, at Cincinnati, of various leading commodities, in five commercial years.

Months.	Apples.	Cattle.	Corn.	Cotton.	Flour.	Hogs.	Iron, manufactured.	Iron, pig.	Molasses.	Nails.	Oil.
	Bbls.	*Head.*	*Bush.*	*Bales.*	*Bbls.*	*Head.*	*Tons.*	*Tons.*	*Bbls.*	*Kegs.*	*Bbls.*
Sept., 1886	5,709	731	6,836	143	451	2,896	.....	548	263	17,123	468
Sept., 1885	6,824	1,235	3,656	1,331	664	922	413	240	749	17,425	174
Sept., 1884	7,282	168	231	7	1,079	2,567	75	.....	64	4,164	10
Sept., 1883	11,058	247	2,592	1,089	2,364	1,341	251	10	196	6,874	48
Sept., 1882	4,717	984	96	213	9,707	589	449	.....	437	2,225	.....

Monthly receipts, by river, at Cincinnati, etc.—Continued.

Months.	Apples.	Cattle.	Corn.	Cotton.	Flour.	Hogs.	Iron, manufactured.	Iron, pig.	Molasses.	Nails.	Oil.
	Bbls.	*Head.*	*Bush.*	*Bales.*	*Bbls.*	*Head.*	*Tons.*	*Tons.*	*Bbls.*	*Kegs.*	*Bbls.*
Oct., 1886	13,810	1,164	7,994	45	682	3,359	89	82	1,002	7,038	.....
Oct., 1885	22,219	1,372	2,372	13,086	367	8,937	424	86	3,293	21,975	5,110
Oct., 1884	5,688	344	116	78	483	2,877	20	.....	285	2,119	.....
Oct., 1883	11,654	905	1,834	850	1,729	2,777	571	237	586	12,978	86
Oct., 1882	10,708	1,532	80	748	6,099	2,663	1,288	4,439	829	37,368	.....
Nov., 1886	17,305	1,365	2,580	285	137	6,310	276	921	1,917	21,856	17
Nov., 1885	12,897	1,577	1,730	1,817	194	2,700	171	137	2,503	15,644	555
Nov., 1884	9,228	545	666	57	376	5,016	1	.....	535	3,047	.....
Nov., 1883	8,165	2,286	5,502	4,427	1,305	11,341	1,489	300	2,641	46,997	2,392
Nov., 1882	16,285	1,164	50	3,088	4,491	6,287	439	4,713	2,065	35,018	1,701
Dec., 1886	4,644	1,058	2,545	7,069	436	6,712	681	284	3,509	27,124	2,153
Dec., 1885	12,069	1,817	7,814	20,910	436	8,309	673	2,162	8,666	29,230	4,385
Dec., 1884	3,031	962	912	343	280	6,738	411	137	863	16,213	12
Dec., 1883	1,130	1,359	28,820	5,932	1,233	9,547	1,516	3,984	15,122	59,728	8,021
Dec., 1882	4,703	1,515	254	8,505	2,773	12,044	845	1,285	15,941	40,208	8,318
Jan., 1886	2,080	900	2,148	7,611	54	2,191	493	33	3,313	30,761	2,193
Jan., 1885	1,660	799	2,708	12,142	1,135	4,184	777	1,219	2,539	46,968	1,310
Jan., 1884	40	194	34,224	2,051	445	1,056	346	4,891	3,550	16,073	3,187
Jan., 1883	2,100	786	706	4,724	1,968	6,892	857	4,011	7,645	29,780	575
Jan., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Feb., 1886	4,133	1,110	7,770	5,256	109	1,742	772	92	1,128	31,096	3,596
Feb., 1885	118	199	218	4,476	425	1,087	78	3,441	607	8,563	1,062
Feb., 1884	308	370	41,620	1,874	704	2,881	570	61	1,916	15,667	5,107
Feb., 1883	995	482	72	4,849	1,469	2,975	1,121	412	6,231	14,769	4,832
Feb., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mar., 1886	6,470	1,380	16,162	9,191	249	1,648	974	222	2,388	39,892	5,934
Mar., 1885	2,235	696	1,248	14,595	721	1,809	758	310	1,810	51,119	1,788
Mar., 1884	590	1,010	10,680	1,480	1,770	3,095	1,524	2,860	1,702	59,729	7,611
Mar., 1883	960	1,112	430	13,857	2,511	3,591	2,300	4,705	7,790	65,292	4,452
Mar., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April, 1886	1,530	969	18,526	5,834	121	1,844	822	403	149	35,986	2,675
April, 1885	2,358	256	166	2,325	525	1,305	523	861	975	23,952	1,370
April, 1884	236	1,269	17,902	2,752	886	6,580	1,784	2,950	740	52,458	4,611
April, 1883	677	775	2,086	4,231	1,406	4,788	2,367	825	582	40,259	5,678
April, 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May, 1886	84	1,361	10,962	3,647	989	2,895	561	1,145	188	39,591	3,186
May, 1885	626	781	.....	5,491	818	1,037	722	1,242	103	28,887	1,594
May, 1884	.....	402	3,537	999	267	7,683	1,220	6,527	459	43,432	4,027
May, 1883	533	857	90	3,516	1,296	8,133	2,565	4,726	59	58,115	3,524
May, 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June, 1886	1,002	1,545	14,445	1,702	247	3,602	514	2,443	544	48,662	589
June, 1885	.....	1,259	7,322	6,412	412	1,065	643	464	252	25,441	1,067
June, 1884	.....	1,111	1,078	87	171	6,234	960	2,427	12	22,652	3,096
June, 1883	213	984	196	2,670	1,565	7,847	3,412	4,333	170	38,504	3,689
June, 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July, 1886	8,806	954	17,114	3,275	269	2,597	329	852	15	23,841	3,196
July, 1885	4,151	1,408	4,837	6,989	620	658	785	661	7	4,883	842
July, 1884	4,994	1,506	1,274	112	1,268	3,093	837	1,891	33	18,000	696
July, 1883	3,005	981	200	3,279	981	2,683	1,643	2,141	16	22,817	1,454
July, 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aug., 1886	5,148	1,151	17,306	442	809	2,198	252	3,396	.....	30,977	1,636
Aug., 1885	3,516	1,332	9,380	3,557	703	699	408	7,366	20	17,142	522
Aug., 1884	6,274	838	392	29	1,043	5,567	430	2,705	16	11,500	10
Aug., 1883	11,117	806	599	2,113	3,790	2,614	1,489	99	29	18,791	2,276
Aug., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Months.	Petroleum.	Peanuts.	Potatoes.	Salt.	Sheep.	Sugar.		Tobacco.	Wheat.	Whisky.
	Barrels.	*Bags.*	*Barrels.*	*Barrels.*	*Head.*	*Hhds.*	*Bbls.*	*Hhds.*	*Bush'ls.*	*Barrels.*
Sept., 1886	227	1,061	1,552	2,062	2,698	.....	.....	3,115	23,730	4,456
Sept., 1885	717	1,618	1,100	10,070	3,461	.....	.....	3,546	1,198	4,917
Sept., 1884	.....	538	1,037	.....	1,464	.....	.....	2,955	9,453	2,121
Sept., 1883	52	753	653	.....	1,118	.....	.....	1,979	4,193	3,214
Sept., 1882	.....	2,742	2,341	1,302	3,262	.....	.....	2,261	59,666	2,334
Oct., 1886	40	.....	9,056	1,360	2,079	.....	.....	1,482	5,439	4,226
Oct., 1885	780	3,337	3,369	16,451	2,407	.....	.....	548	1,000	3,916

Monthly receipts, by river, at Cincinnati, etc.—Continued.

Months.	Petroleum.	Peanuts.	Potatoes.	Salt.	Sheep.	Sugar.		Tobacco.	Wheat.	Whisky.
	Barrels.	*Bags.*	*Barrels.*	*Barrels.*	*Head.*	*Hhds.*	*Bbls.*	*Hhds.*	*Bush'ls.*	*Barrels.*
Oct., 1884	.....	.....	2,841	6	767	.....	2	1,119	9,453	2,790
Oct., 1883	384	270	4,618	4,585	1,334	.....	.....	3,336	.....	3,686
Oct., 1882	1,208	653	8,407	5,809	2,272	.....	20	2,155	.....	3,559
Nov., 1886	859	.....	5,536	19,994	2,522	.....	15	574	4,392	4,307
Nov., 1885	641	1,092	2,586	6,566	2,802	.....	.....	1,655	1,368	5,002
Nov., 1884	76	.....	602	.....	394	.....	.....	517	3,140	2,787
Nov., 1883	1,936	10,293	16,533	21,404	2,135	131	1,068	2,027	10,914	5,382
Nov., 1882	1,006	1,219	12,917	16,774	1,625	140	1,772	1,515	23,730	2,214
Dec., 1886	785	900	875	23,880	1,701	25	180	359	8,839	5,235
Dec., 1885	1,432	15,087	1,235	28,481	3,229	769	1,552	514	1,180	3,854
Dec., 1884	343	.....	243	12,398	1,430	85	308	586	3,590	3,738
Dec., 1883	2,508	21,640	1,030	36,335	2,132	983	4,167	943	13,478	4,231
Dec., 1882	1,411	11,605	2,630	12,487	2,072	1,904	2,050	352	16,619	2,302
Jan., 1886	628	8,816	382	11,189	895	550	287	299	20	1,985
Jan., 1885	893	18,176	535	16,889	1,168	407	998	619	2,473	2,667
Jan., 1884	420	10,317	66	17,484	43	1,054	273	239	413	549
Jan., 1883	865	8,531	1,408	40,744	1,629	1,007	1,210	535	1,882	1,664
Jan., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Feb., 1886	584	10,607	579	3,445	1,064	371	239	1,032	275	2,277
Feb., 1885	50	337	27	7,951	85	176	182	478	4,880	1,386
Feb., 1884	507	7,051	601	5,501	619	1,377	403	1,226	1,757	3,055
Feb., 1883	1,003	420	736	6,682	331	1,071	1,268	277	6,389	1,161
Feb., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mar., 1886	759	7,741	2,268	4,267	672	.....	556	791	1,017	2,503
Mar., 1885	646	22,774	1,411	6,162	757	171	358	1,921	2,787	4,454
Mar., 1884	504	7,690	3,282	5,905	564	71	1,339	2,908	2,462	4,193
Mar., 1883	3,724	13,361	4,029	14,322	1,078	385	140	2,116	11,898	4,883
Mar., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apr., 1886	643	4,346	1,983	4,090	803	.....	.....	1,887	771	1,225
Apr., 1885	1,150	12,962	2,420	16,984	441	92	.....	1,900	5,005	2,952
Apr., 1884	1,307	15,692	5,354	22,516	965	87	226	4,501	682	6,082
Apr., 1883	4,067	4,697	4,025	7,846	603	80	103	3,778	9,643	2,765
Apr., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May, 1886	639	898	2,285	22,143	2,826	.....	13	1,574	792	2,388
May, 1885	827	1,971	1,145	18,857	1,509	.....	.....	1,657	3,159	2,580
May, 1884	604	5,134	1,814	19,138	2,317	9	130	3,409	2,471	3,154
May, 1883	1,978	3,626	3,093	23,748	1,392	50	128	2,744	20,404	3,558
May, 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June, 1886	893	572	1,670	20,834	7,464	10	6	3,229	1,146	2,799
June, 1885	871	3,952	2,542	18,958	5,227	.....	.....	3,003	1,605	3,036
June, 1884	961	3,928	2,615	16,388	5,160	5	461	2,523	1,815	3,440
June, 1883	3,100	6,180	4,444	37,204	4,822	50	.....	7,624	32,614	3,581
June, 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July, 1886	647	1,279	1,350	9,087	5,385	.....	.....	4,554	65,140	3,869
July, 1885	397	2,924	433	9,821	7,067	.....	.....	5,055	4,372	3,312
July, 1884	614	2,924	964	14,989	7,032	152	170	2,787	43,216	3,623
July, 1883	1,770	1,606	3,910	15,089	6,567	.....	.....	5,535	40,107	3,026
July, 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aug., 1886	1,030	1,086	473	29,585	3,722	.....	.....	4,987	58,667	3,060
Aug., 1885	774	879	47,440	6,585	6,585	.....	.....	4,855	2,819	3,216
Aug., 1884	329	2,412	5,415	5,108	5,108	.....	.....	2,857	56,897	2,497
Aug., 1883	1,467	280	6,261	6,245	.....	.....	.....	4,811	121,957	4,011
Aug., 1882	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

The exhibits here made of Cincinnati's river trade naturally introduce the specific means of transportation. Upon this point there is fortunately an abundance of statistics ready prepared to show the condition of steam-boating at this port for a considerable period.

In the first place, it is best to notice the fact that the boat-building industry has been waning for several years past, doubtless keeping pace with a general reduction in that business all along the river. The table here given will show the ups and downs of this branch of manufacture for thirty-nine years past, and point a moral for all river business, languishing for want of the Government's fostering aid:

Whole number, with the tonnage, of steam-boats and barges built at the port of Cincinnati for each of the last thirty-nine years.

Years.	Number.	Tonnage.	Years.	Number.	Tonnage.	Years.	Number.	Tonnage.
1847–'48	29	10,233	1860–'61	11	3,327	1873–'74	15	3,789
1848–'49	23	7,281	1861–'62	4	1,745	1874–'75	6	2,741
1849–'50	16	4,500	1862–'63	43	12,590	1875–'76	9	2,961
1850–'51	31	8,206	1863–'64	62	20,117	1876–'77	14	4,434
1851–'52	33	8,896	1864–'65	44	10,878	1877–'78	22	6,704
1852–'53	29	10,252	1865–'66	33	9,405	1878–'79	15	7,642
1853–'54	31	9,858	1866–'67	18	6,734	1879–'80	16	5,970
1854–'55	27	8,698	1867–'68	11	5,136	1880–'81	15	11,236
1855–'56	33	11,356	1868–'69	11	4,224	1881–'82	13	5,499
1856–'57	34	10,600	1869–'70	34	13,570	1882–'83	12	4,957
1857–'58	14	5,334	1870–'71	25	12,758	1883–'84	4	1,288
1858–'59	11	3,735	1871–'72	20	7,761	1884–'85	3	1,037
1859–'60	28	6,113	1872–'73	25	8,124	1885–'86	.....	.....

The past commercial year (1885–'86) does not record a single boat or barge as constructed in this city.

The port record shows the following total number of arrivals and departures of steamboats at Cincinnati for each of thirty years past:

Total number of arrivals and departures of steam-boats at the port of Cincinnati for thirty years.

Years.	Arrivals.	Departures.	Years.	Arrivals.	Departures.	Years.	Arrivals.	Departures.
1856–'57	2,702	2,648	1866–'67	2,853	2,838	1876–'77	2,646	2,653
1857–'58	3,168	3,190	1867–'68	2,694	2,681	1877–'78	2,942	2,942
1858–'59	3,106	2,872	1868–'69	3,026	2,993	1878–'79	2,725	2,730
1859–'60	2,985	2,875	1869–'70	2,712	2,726	1879–'80	3,163	3,167
1860–'61	2,714	2,644	1870–'71	2,377	2,356	1880–'81	2,638	2,633
1861–'62	2,868	2,787	1871–'72	2,271	2,235	1881–'82	2,739	2,736
1862–'63	2,206	2,120	1872–'73	2,340	2,333	1882–'83	2,340	2,329
1863–'64	2,936	2,813	1873–'74	2,596	2,600	1883–'84	2,170	2,162
1864–'65	3,490	3,219	1874–'75	2,602	2,665	1884–'85	2,137	2,138
1865–'66	3,459	3,379	1875–'76	2,779	2,808	1885–'86	2,489	2,483

The year 1886–'87 will fall below the lowest previous record by reason of the continuous low water that prevailed.

In this connection, the table showing the whole number of steam-boats (including tow-boats) which ran between Cincinnati and other ports during each of the last thirty-six years, with their aggregate annual tonnage, will contribute to throw light upon the subject under discussion. The following is the table referred to:

Whole number of steam-boats (including tow-boats) which ran between Cincinnati and other ports, during each of the years mentioned below, with the tonnage of the same.

Years.	Number.	Tonnage, underwriters' measurement.*	Tonnage, Government measurement.*	Years.	Number.	Tonnage, underwriters' measurement.*	Tonnage, Government measurement.*
1850–'51	233	49,274	.....	1868–'69	240	.....	86,226
1851–'52	263	60,542	.....	1869–'70	262	.....	89,653
1852–'53	275	72,136	.....	1870–'71	256	.....	96,662
1853–'54	287	74,402	.....	1871–'72	278	.....	94,602
1854–'55	273	72,600	.....	1872–'73	265	.....	91,103
1855–'56	294	82,584	.....	1873–'74	236	.....	84,203
1856–'57	294	77,590	.....	1874–'75	243	.....	83,271
1857–'58	251	64,671	.....	1875–'76	245	.....	81,551
1858–'59	252	62,763	.....	1876–'77	247	.....	83,199
1859–'60	247	59,478	.....	1877–'78	250	.....	80,159
1860–'61	264	66,136	.....	1878–'79	227	.....	81,060
1861–'62	187	46,435	.....	1879–'80	234	.....	85,280
1862–'63	306	65,174	.....	1880–'81	206	.....	74,959
1863–'64	359	81,609	.....	1881–'82	214	.....	78,793
1864–'65	359	78,416	.....	1882–'83	217	.....	75,344
1865–'66	318	68,181	.....	1883–'84	198	.....	68,312
1866–'67	278	64,555	.....	1884–'85	205	.....	65,261
1867–'68	257	60,618	.....	1885–'86	196	.....	63,998

*In order to have the figures conform to those of the Government, the figures were revised in 1881–'82, so as to embrace the Government measurement, instead of the underwriters', from the year 1868–'69, which was as far back as the revision could go with the means then at hand. (Report Cincinnati Chamber of Commerce.)

Thus the fact of the decline of steam-boating on the Ohio is emphasized anew by the figures of this table. In the commercial year of 1885–'86 the number of boats plying between this and other ports had fallen to the lowest place but one on the record of thirty-six years and to the seventh from the lowest place in tonnage. This has all the more significance when it is remembered that the city of Cincinnati gives and receives more general merchandise freights to maintain river commerce than any other city along the whole course of the Ohio, and that her middle position on the river from source to mouth is a commanding one naturally, enabling her to cultivate trade relations with the country up and down the entire river. So that what is true of the river commerce of this city, thus favorably located, must be none the less applicable to other riparian cities having fewer natural advantages and much less wealth invested in commercial business.

The table last above given represents the local trade-bottoms of the port. The distribution of the movements of the entire fleet of boats arriving at and leaving Cincinnati during seven recent commercial years is thus recorded:

Steam-boat arrivals and departures at the port of Cincinnati, classified, for seven years, ending August 31 each year.

Years.	Arrived from—				Departed for—			
	New Orleans.	Pittsburgh.	Other ports.	Total.	New Orleans.	Pittsburgh.	Other ports.	Total.
1879–'80	103	182	2,878	3,163	116	177	2,874	3,167
1880–'81	86	164	2,388	2,638	90	164	2,379	2,633
1881–'82	68	169	2,499	2,736	79	164	2,496	2,739
1882–'83	94	147	2,099	2,340	95	143	2,091	2,329
1883–'84	63	114	1,993	2,170	70	111	1,981	2,162
1884–'85	49	83	2,005	2,137	55	87	1,996	2,138
1885–'86	63	103	2,323	2,489	66	103	2,314	2,483

The last year's operations show a considerable increase of movements up and down river from this port; but, taken as a whole, the record is scarcely encouraging to river men.

Whole number of steam-boats (including tow-boats) which ran between the port of Cincinnati and other ports each of the last thirty-six years, with the tonnage of the same.

Years.	Number.	Tonnage, underwriters' measurement.*	Tonnage, Government measurement.*	Years.	Number.	Tonnage, underwriters' measurement.*	Tonnage, Government measurement.*
1850–'51	233	49,274	.....	1868–'69	240	.....	86,226
1851–'52	263	60,542	.....	1869–'70	262	.....	89,653
1852–'53	275	72,136	.....	1870–'71	256	.....	96,662
1853–'54	287	74,402	.....	1871–'72	278	.....	94,602
1854–'55	273	72,600	.....	1872–'73	265	.....	91,103
1855–'56	294	82,584	.....	1873–'74	236	.....	84,203
1856–'57	294	77,590	.....	1874–'75	243	.....	83,271
1857–'58	251	64,671	.....	1875–'76	245	.....	81,551
1858–'59	252	62,763	.....	1876–'77	247	.....	83,199
1859–'60	247	59,478	.....	1877–'78	250	.....	80,159
1860–'61	264	66,136	.....	1878–'79	227	.....	81,060
1861–'62	187	46,435	.....	1879–'80	234	.....	85,280
1862–'63	306	65,174	.....	1880–'81	206	.....	74,959
1863–'64	359	81,609	.....	1881–'82	214	.....	78,793
1864–'65	359	78,416	.....	1882–'83	217	.....	75,344
1865–'66	318	68,181	.....	1883–'84	198	.....	68,312
1866–'67	278	64,555	.....	1884–'85	205	.....	65,261
1867–'68	257	60,618	.....	1885–'86	196	.....	63,998

*In order to have the figures conform to those of the Government the figures were revised in 1881–'82 so as to embrace the Government measurement instead of the underwriters' from the year 1868–'69, which was as far back as the revision could go with the means then at hand.

Names of boats, annual average tonnage and freights, up-river and down-river, for the years 1886 *and* 1887.

Name of boat.	Average annual tonnage, up river.	Average annual tonnage, down river.	Up-river freights. Classification and value.				Down-river freights. Classification and value.			
			Live-stock.	Grain.	General merchandise.	Total value.	Live-stock.	Grain.	General merchandise.	Total value.
			Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*	
Abner O'Neal	3,840	7,500	40	800	3,000	$312,600	75	1,925	5,500	$578,725
Andes	13,500	18,000	500	2,000	11,000	1,171,500	500	3,500	14,000	1,479,500
Argus	2,400	2,400	150	250	2,000	214,250	.....	300	2,100	240,600
Bessie Silver	620	1,000	.....	.....	620	62,000	300	600	100	39,700
Boone	12,600	13,000	500	600	11,500	1,194,700	2,500	1,500	9,000	1,105,500
Benton McMillin	6,000	8,000	500	1,000	4,500	499,500	750	750	6,500	715,250
Burnside	5,000	13,500	.....	.....	5,000	500,000	3,000	4,500	5,500	866,500
Batchelor, C. W	15,000	23,000	500	500	14,000	1,443,500	250	750	22,000	2,227,750
Bostona	8,500	7,250	250	2,000	6,250	667,750	150	1,100	6,000	624,450
B. T. Enos	2,000	2,050	50	100	1,850	189,950	10	40	2,000	201,230
Buckeye State	24,550	28,550	2,300	4,250	18,000	2,023,500	1,550	4,000	23,000	2,464,250
Big Sandy	8,560	6,560	500	660	7,500	795,420	135	2,300	4,125	450,225
Bonanza	7,000	2,120	.....	.....	7,000	700,000	20	300	1,800	185,100
Blue Wing	1,000	1,880	.....	.....	1,000	100,000	180	500	1,200	139,500
Belgrade	5,600	5,600	300	600	4,700	499 700	.....	100	5,500	551,200
Bowling Green	2,500	1,100	.....	.....	2,500	250,000	.....	200	900	92,400
Chancellor, C. W	1,000	2,600	225	450	325	54,775	350	350	1,900	220,450
Clara	1,200	200	.....	.....	1,200	120,000	20	80	100	12,460
C. A. Hill	2,500	1,000	100	500	1,900	203,500	50	100	850	89,950
Courier	7,500	11,500	200	1,800	5,500	586,600	600	900	10,000	1,055,800
Climax	5,000	4,720	50	150	4,800	485,550	170	400	4,150	432,550
Claribel	1,900	1,900	50	100	1,750	179,950	50	150	1,700	175,550
C. C. Martin	1,550	2,500	.....	.....	1,550	155,000	50	250	2,200	226,750
Chas. L. Grant	250	350	15	35	200	21,545	.....	.....	350	35,000
Chas. Morgan	8,000	11,250	500	1,000	6,5 0	699,500	500	1,500	9,250	980,500
City of Madison	30,000	24,000	1,500	6, 00	22 ,00	2,400,500	2,200	2,800	19,000	2,098,600

Names of boats, annual average tonnage, freights, etc.—Continued.

Name of boat.	Average annual tonnage, up river.	Average annual tonnage, down river.	Up-river freights. Classification and value.				Down-river freights. Classification and value.			
			Live-stock.	Grain.	General merchandise.	Total value.	Live-stock.	Grain.	General merchandise.	Total value.
			Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*	
City of Vevay	10,000	8,900	500	1,500	8,000	855,500	200	1,200	7,500	779,400
City of Owensboro'	5,000	3,000	100	2,000	2,900	321,500	150	450	2,400	256,650
Carrie Hope	700	500	25	125	550	58,375	.....	.....	500	50,000
City of Clarksville	15,000	22,500	.....	.....	15,000	1,500,000	500	4,000	18,000	1,885,500
Chas. A. Blackman	300	240	10	40	250	26,230	.....	.....	240	24,000
Clyde	10,000	5,750	500	500	9,000	943,500	.....	.....	5,750	575,000
D. B. Burns	520	830	.....	.....	520	52,000	30	150	650	69,050
De Soto	5,000	7,250	100	400	4,500	462,300	250	1,000	6,000	630,750
D. A. Brooks	2,000	1,600	.....	.....	2,000	200,000	50	100	1,450	149,950
Ella Layman	2,250	3,000	50	.....	2,200	223,750	75	175	2,750	282,625
Elaine	6,450	6,450	100	150	6,200	629,300	10	140	6,300	632,430
Excel	800	800	10	140	650	67,430	.....	.....	800	80,000
Edna Adams	3,000	1,800	100	200	2,700	279,900	250	350	1,200	142,950
Evansville	1,800	1,200	.....	.....	1,800	180,000	.....	200	1,000	102,400
Fleetwood	39,000	32,500	6,000	14,000	19,000	2,518,000	3,000	5,000	24,500	2,735,000
Frank Preston	200	400	.....	.....	200	20,000	40	40	320	35,480
Frank Stein	1,680	1,680	10	170	1,500	152,790	30	200	1,450	149,650
George Stecker	4,800	4,800	1,900	2,200	700	238,900	200	100	4,500	466,200
Gen. Dawes	375	2,000	.....	.....	375	37,500	50	550	1,400	150,350
Gen. H. F. Devol	325	900	.....	.....	325	32,500	150	400	350	51,050
Gen. Pike	8,500	9,500	2,000	500	6,000	756,000	500	1,000	8,000	849,500
Guiding Star	16,400	21,000	300	2,100	14,000	1,447,700	500	1,500	19,000	1,955,500
Gate City	2,200	4,200	50	250	1,900	196,750	100	1,000	3,100	329,500
Granite State	5,250	7,000	150	600	4,500	468,450	550	1,200	5,250	580,650
Golden Rule	12,000	23,000	500	1,000	10,500	1,099,500	1,500	3,500	18,000	1,954,500
Gus. Fowler	18,000	6,000	500	2,500	15,000	1,567,500	300	200	5,500	574,900
Gertie Pool	2,000	2,275	50	150	1,800	185,550	.....	25	2,250	225,300
Handy	1,100	1,200	.....	.....	1,100	110,000	50	200	950	101,150
Humming Bird No. 2	975	975	50	100	825	87,450	.....	50	925	93,100
Harry D. Knox	950	805	.....	.....	950	95,000	15	90	700	72,205
Handy, No. 2	4,875	4,875	250	425	4,200	443,850	400	275	4,200	453,300
Hibernia	3,000	1,275	.....	.....	3,000	300,000	50	325	900	97,650
Ida Smith	418	350	.....	.....	418	41,800	10	10	330	33,870
Ingomar	220	300	.....	.....	220	22,000	25	.....	275	29,375
Idlewild	10,000	11,600	500	2,500	7,000	767,500	700	1,900	9,000	975,300
Ida	500	900	.....	.....	500	50,000	.....	200	700	72,460
J. H. McConnell	1,200	1,950	75	275	850	93,925	50	100	1,800	188,950
John Montgomery	400	800	.....	.....	400	40,000	50	100	650	73,950
J. C. Kerr	1,200	1,800	50	200	950	101,150	50	100	1,650	173,950
Judelle	7,020	7,020	20	1,500	5,500	569,500	20	500	6,500	657,500
James Guthrie	4,750	4,750	500	1,500	2,750	330,500	350	1,400	3,000	343,050
Jennie Walker	460	500	.....	.....	460	46,000	50	100	350	43,950
Jno. S. Hopkins	12,200	14,200	200	2,500	9,500	995,000	200	1,500	12,500	1,286,000
Jno. Gilbert	1,600	2,000	.....	.....	1,600	160,000	150	450	1,400	156,650
Jennie Campbell	1,600	2,800	50	50	1,500	154,350	.....	.....	2,800	280,000
Joe Lee	240	240	20	30	190	20,860	5	10	225	22,995
Katie Stockdale	10,000	11,000	1,000	1,500	7,500	843,000	500	500	10,000	1,043,500
Katie Prather	340	340	5	10	325	32,995	5	35	300	30,795
Lizzie Castle	610	1,100	.....	.....	610	61,000	200	500	400	61,000
Lillian	340	800	.....	.....	340	34,000	150	100	550	67,450
Lettie	125	200	.....	.....	125	12,500	2	8	190	19,246
Lizzie Townsend	975	1,400	25	100	850	88,075	50	100	1,250	129,950
Luella	450	760	.....	25	425	42,800	50	100	610	65,950
Louise	16,905	18,000	200	2,705	14,000	1,447,460	3,500	2,500	12,000	1,492,500
Louis A. Shirley	9,125	13,500	125	2,500	6,500	689,375	1,100	1,400	11,000	1,199,300
Lucy Coles	190	190	.....	.....	190	19,000	.....	.....	190	19,000
Lizzie Bay	3,690	4,500	40	150	3,500	354,800	.....	200	4,300	432,400
Lightwood	700	1,200	.....	.....	700	70,000	.....	50	1,150	115,600
Lancaster	325	800	.....	.....	325	32,500	15	35	750	76,545
Laura A. Horton	250	550	.....	.....	250	25,000	25	75	450	47,775
Lee Howell	190	190	.....	.....	190	19,000	15	50	125	14,225
Lottie	288	288	.....	.....	288	28,800	8	30	250	25,960
Metropolis	720	720	.....	470	250	30,640	.....	.....	720	72,000
Mink, No. 2	1,800	2,000	.....	.....	1,800	180,000	150	400	1,450	161,050
Minnie Bay	6,760	5,000	10	500	6,250	631,750	25	275	4,700	475,175
Mountain Girl	2,125	2,000	5	120	2,000	201,815	.....	.....	2,000	200,000
Mike Davis	600	1,400	.....	.....	600	60,000	10	90	1,300	131,830
Mary Ruble	610	610	10	100	500	51,950	.....	60	550	55,720
New Mary Houston	20,000	22,075	400	1,600	18,000	1,849,200	575	2,500	19,000	1,973,125
Nora Belle	300	285	.....	25	275	27,800	5	30	250	25,735
New South	18,200	6,090	3,200	6,000	9,000	1,147,200	.....	.....	6,090	609,000
Olivette	1,000	1,560	.....	.....	1,000	100,000	10	150	1,400	142,550

Names of boats, annual average tonnage, freights, etc.—Continued.

Name of boat.	Average annual tonnage, up river.	Average annual tonnage, down river.	Up-river freights. Classification and value.				Down-river freights. Classification and value.			
			Live-stock.	Grain.	General merchandise.	Total value.	Live-stock.	Grain.	General merchandise.	Total value.
			Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*	
Oneida	150	200	.....	.....	150	15,000	.....	20	180	18,240
Ohio	7,625	9,000	125	1,000	6,500	671,175	300	1,200	7,500	786,900
Princess	2,025	2,025	25	.....	2,000	201,875	.....	.....	2,025	202,500
Paris C. Brown	13,055	22,000	555	1,500	11,000	1,159,625	500	2,500	19,000	1,967,500
Parole	200	400	.....	10	190	19,120	5	20	375	38,115
Rozelle	200	300	.....	.....	200	20,000	.....	25	275	27,800
R. A. Phillips	552	600	.....	.....	552	55,200	.....	.....	600	60,000
Reliance	1,840	1,000	100	40	1,700	177,980	.....	50	950	95,600
Rainbow	4,000	3,680	250	1,000	2,750	305,750	250	330	3,100	332,710
Rosedale	3,000	7,000	300	500	2,200	248,500	200	300	6,500	668,600
Rosa Bell	1,000	900	.....	.....	1,000	100,000	25	125	750	78,375
Robt. B. Carson	1,000	250	200	.....	800	95,000	.....	.....	250	25,000
Scotia	10,000	11,000	1,500	500	8,000	918,500	500	1,000	9,500	999,500
Success	250	250	.....	.....	250	25,000	.....	.....	250	25,000
Silas P. Coe	3,500	4,000	.....	200	3,300	332,400	250	.....	3,750	393,750
St. Lawrence	3,600	5,400	50	100	3,450	349,900	75	425	4,900	500,725
Silver Cloud	5,000	9,000	100	200	4,700	479,900	25	75	8,900	892,775
Telegram	5,000	4,500	100	1,000	3,900	409,500	.....	.....	4,500	450,000
Telegraph	6,000	9,000	50	450	5,500	559,100	500	1,000	7,500	799,500
Thos. Sherlock	11,150	22,500	150	2,000	9,000	935,250	500	3,000	19,000	1,973,500
Tom Spinlock	320	160	.....	.....	320	32,000	20	.....	140	15,500
Tacoma	750	500	.....	.....	750	75,000	.....	50	450	45,600
T. D. Dale	250	200	.....	.....	250	25,000	5	10	185	18,995
U. P. Schenck	14,800	18,000	600	2,200	12,000	1,271,400	500	1,500	16,000	1,655,500
Valley Belle	1,400	1,000	.....	.....	1,400	140,000	.....	50	950	95,600
Winona	700	1,100	.....	.....	700	70,000	25	175	900	93,975
W. W. Chancellor	3,500	14,000	50	250	3,200	326,750	.....	.....	14,000	1,400,000
W. A. Johnson	3,575	2,800	375	500	2,700	304,125	50	.....	2,750	278,750

Comparative monthly statement of steam-boat arrivals and departures at the port of Cincinnati for four years, ending August 31 each year.

Months.	Arrived from— New Orleans.				Pittsburgh.				Other ports.				Total.			
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1885-'86.	1884-'85.	1883-'84.	1882-'83.
September	1	.....	.....	3	9	.....	.....	12	229	175	171	202	239	175	171	217
October	2	.....	1	4	8	.....	2	6	212	162	206	202	222	162	209	212
November	6	1	5	4	15	.....	14	5	203	163	207	184	224	164	226	193
December	8	2	11	6	9	6	16	5	205	157	183	159	222	165	210	170
January	8	7	6	8	4	7	2	4	105	128	33	157	117	142	41	169
February	5	5	7	10	4	1	2	7	114	43	71	91	123	49	80	108
March	8	10	6	7	11	9	21	20	180	174	186	189	199	193	213	216
April	7	7	9	14	10	15	18	19	155	186	181	184	172	208	208	217
May	7	7	8	13	15	17	18	17	232	186	197	191	254	210	223	221
June	5	4	5	14	6	18	14	19	229	206	186	177	240	228	205	210
July	4	4	4	6	5	.....	4	24	231	208	186	177	240	212	194	207
August	2	2	1	5	7	10	3	9	228	217	186	186	237	229	190	200
Total	63	49	63	94	103	83	114	147	2,323	2,005	1,993	2,099	2,489	2,137	2,170	2,340

Comparative monthly statement of steam-boat arrivals and departures at Cincinnati, etc.—Continued.

Months.	Departed for—															
	New Orleans.				Pittsburgh.				Other ports.				Total.			
	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1885-'86.	1884-'85.	1883-'84.	1882-'83.	1885-'86.	1884-'85.	1883-'84.	1882-'83.
September	3	.....	1	5	10	.....	.....	12	226	170	170	206	239	170	171	223
October	5	.....	4	3	9	.....	2	5	215	160	211	196	229	160	217	204
November	6	.....	12	6	16	.....	13	5	203	168	210	188	225	168	235	199
December	10	7	14	9	9	8	16	7	216	162	178	159	235	177	208	175
January	7	7	5	10	4	8	1	4	95	121	33	158	106	136	39	172
February	7	7	3	6	5	.....	5	7	116	44	69	91	128	51	77	104
March	8	10	9	12	10	9	22	18	178	175	184	191	196	194	215	221
April	7	8	10	12	11	17	17	19	150	186	183	182	168	211	210	213
May	5	7	6	14	14	18	17	17	232	181	197	188	251	206	220	219
June	4	4	4	9	4	16	14	18	229	205	184	178	237	225	202	205
July	3	3	2	6	4	.....	3	23	227	207	180	177	234	210	185	206
August	1	2	.....	3	7	11	1	8	227	217	182	177	235	230	183	188
Total	66	55	70	95	103	87	111	143	2,314	1,996	1,981	2,091	2,483	2,138	2,162	2,329

RAILWAY FACILITIES.

In respect to rail communications with all sections of the country, no city in the Union is better equipped than Cincinnati. There are in active operation and competition for business four lines running northward, tapping all the great roads in Ohio extending from east to west, and furnishing an outlet to Lake Erie. These roads are the Cincinnati, Hamilton, and Dayton; the Little Miami; the Ohio division of the Indiana, Bloomington and Western, and the Cincinnati Northern. To the south, three great systems have their northern termini at Cincinnati, namely: The Louisville and Nashville; the Cincinnati Southern, and the Kentucky Central division of the Newport News and Mississippi Valley Company. These southern lines cover the entire commercial field of the Southeastern and Southwestern States. The West is reached by the Ohio and Mississippi and the Cincinnati, Indianapolis, Saint Louis, and Chicago lines. The Eastern roads tributary to Cincinnati are the Cincinnati, Washington and Baltimore, connecting at Parkersburgh, W. Va., with the Baltimore and Ohio system; the Cincinnati and Eastern, recently changed to standard gauge, extending up the river to Petersburgh, Ohio, where connection is made by ferry with the Newport News and Mississippi Valley Railroad's main line, and the Maysville and Big Sandy extension of the latter road, running along the south bank of the river from Ashland, Ky., to Cincinnati, now about completed, and for some time in partial operation.

Statistics of the cross-river business of such of these lines as have that sort of relation to this report will be found in a subsequent section.

Upon the subject of comparative rates by rail and river to various leading and competitive points, the best elucidation attainable from records is presented in the following table:

Average monthly schedule rates of freight on flour, per barrel, by rail and river, from Cincinnati to various leading points, for five calendar years, expressed in cents.

Dates.	Atlanta (rail)	Baltimore (rail).	Boston (rail).	Charleston (rail).	Chattanooga (rail).	Louisville.		Memphis (river).	Mobile (rail).	Montgomery (rail).	New Orleans.		New York (rail).	Pittsburgh.		Savannah (rail).
						Rail.	River				Rail.	River		Rail.	River	
Jan., 1882..	76	(*)	(*)	69	58	20	16	50	65	86	65	55	(*)	(*)	25	69
Jan., 1883..	66	46	62	50	47	20	16	50	65	59	65	55	52	26	25	50
Jan., 1884..	62	42½	58½	56	47	15	15	50	60	67	65	55	48½	29	25	56
Jan., 1885..	39	35	51	41	23	15	15	30	60	52	56	48	41	25	20	41
Jan., 1886..	54	37	53	50	38	15	15	26	51	67	44	39	43	26	20	50
Feb., 1882..	76	29	45	69	58	20	16	50	65	86	65	55	35	30	25	69
Feb., 1883..	66	46	62	50	47	20	16	50	65	63	65	55	52	26	25	50
Feb., 1884..	62	46	62	56	47	15	15	38¾	60	67	58¼	49¾	52	31	25	56
Feb., 1885..	40½	29	45	45½	24½	15	15	30	60	53½	56	48	35	22	20	45½
Feb., 1886..	54	37	53	50	38	15	15	26	51	67	44	39	43	26	20	50
Mar., 1882..	76	35	51	64½	58	20	16	50	65	86	65	55	27	27	25	64½
Mar., 1883..	66	46	62	50	47	20	16	50	65	67	65	55	52	26	25	50
Mar., 1884..	62	35¼	51¼	54½	47	15	15	35	60	67	56	48	41¼	25½	25	54½
Mar., 1885..	54	27	43	50	38	15	15	30	60	67	56	48	33	21¼	20	50
Mar., 1886..	54	37	53	50	38	15	15	26	51	67	44	39	43	26	20	50
Apr., 1882...	76	34½	53	60	58	20	16	50	65	86	65	55	43	26	25	60
Apr., 1883...	66	41¼	59¾	50	47	20	16	50	65	67	65	55	49¾	26	25	50
Apr., 1884...	62	20	36	50	47	15	15	35	60	67	56	48	26	18	25	50
Apr., 1885...	54	29	45	50	38	15	15	30	60	67	56	48	35	22	20	50
Apr., 1886...	54	37	53	50	38	15	15	26	51	61½	44	39	43	26	20	50
May, 1882...	70	37	53	60	51½	20	16	50	65	70	65	55	43	26	25	60
May, 1883...	66	37	53	50	47	20	16	50	64½	67	65	55	43	26	25	50
May, 1884...	58	20	36	45	42½	15	15	35	60	67	56	48	26	18	25	45
May, 1885...	54	22¼	38¼	50	38	15	15	30	60	67	56	48	28¼	22	20	50
May, 1886...	54	37	53	50	38	15	15	26	51	56	44	39	43	26	20	50
June, 1882..	66	37	53	60	47	20	16	50	65	59	65	55	43	26	25	60
June, 1883..	66	37	53	56	47	15	15	50	65	67	65	55	43	26	25	56
June, 1884..	54	22¼	38¼	50	38	15	15	35	60	67	56	48	28¼	19	25	50
June, 1885..	49¼	20	36	44	56½	15	15	30	60	61¾	56	48	26	22	20	44
June, 1886..	54	37	53	50	38	15	15	26	51	56	44	39	43	26	20	50
July, 1882...	58½	37	53	60	39½	20	16	50	65	59	65	55	43	26	25	60
July, 1883...	64½	37	53	56	47	15	15	50	65	67	65	55	43	26	25	56
July, 1884...	51	32	48	50	38	15	15	30	60	67	56	48	38	23½	25	50
July, 1885...	44	26¾	42¾	40	34	15	15	30	60	54	56	48	32¾	22	20	40
July, 1886...	54	37	53	50	38	15	15	26	51	56	44	39	43	26	20	50
Aug., 1882..	56	37	53	60	37	20	16	50	65	59	65	55	43	26	25	60
Aug., 1883..	62	37	53	56	47	15	15	50	65	67	65	55	43	26	25	56
Aug., 1884..	54	37	53	50	38	15	15	30	60	67	56	48	43	26	25	50
Aug., 1885..	54	29	45	50	38	15	15	30	51	67	44	48	35	22	20	50
Aug., 1886..	54	37	53	50	38	15	15	26	51	56	44	39	43	26	20	50
Sept., 1882..	58½	37	53	60	42	20	16	50	65	59	65	55	43	26	25	60
Sept., 1883..	62	37	53	56	47	15	15	50	65	67	65	55	43	26	25	56
Sept., 1884..	54	32½	49½	50	38	15	15	30	60	67	56	48	39½	24½	25	50
Sept., 1885..	54	29	45	44	38	15	15	30	51	67	44	48	35	22	20	44
Sept., 1886..	54	37	53	50	38	15	15	26	53½	56	44	39	43	26	20	50
Oct., 1882...	66	37	53	60	47	20	16	50	65	59	65	55	43	26	25	60
Oct., 1883...	62	37	53	56	47	15	15	50	65	67	65	55	43	26	25	56
Oct., 1884...	54	37	53	50	38	15	15	30	60	67	56	48	43	26	25	50
Oct., 1885...	54	29	45	40	38	15	15	30	51	67	44	48	35	22	20	40
Oct., 1886...	54	37	53	50	38	15	15	26	56	56	44	39	43	26	20	50
Nov., 1882..	66	37	53	50	47	20	16	50	65	59	65	55	43	26	25	50
Nov., 1883..	62	39¼	55¼	56	47	15	15	50	65	67	65	55	45¼	27¼	25	56
Nov., 1884..	54	37	53	50	38	15	15	30	60	67	56	48	43	26	25	50
Nov., 1885..	54	31	47	47½	38	15	15	26	51	67	44	39	37	23	20	47½
Nov., 1886..	54	37	53	50	38	15	15	27½	56	56	44	37¼	43	26	18	50
Dec., 1882...	66	46	62	50	47	20	16	50	65	59	65	55	52	26	25	50
Dec., 1883...	62	46	62	56	47	15	15	50	65	67	65	55	52	31	25	56
Dec., 1884...	46¾	37	53	42¾	30¾	15	15	30	60	59¾	56	48	43	26	22	42¾
Dec., 1885...	54	37	53	50	38	15	15	26	51	67	44	39	43	26	20	50
Dec., 1886...	54	41½	57½	50	38	15	15	30	56	56	44	35	47½	28½	15	50

*The disturbance of rates was too frequent to permit anything like a fair estimate of averages.

It is generally conceded among business men at this point that the river has served a most valuable part in keeping down rates to all points where there is rail competition, especially in the case of bulky freights. At times when navigation has been suspended by ice the railroads have advanced rates to such points, only to be compelled to make reductions when traffic by river was resumed. In every instance where rates by rail have been broken by "rate wars" among the roads the river lines have met the break with less injury than that suffered by the land lines.

THE COAL TRADE.

This business, which ranks among the chief ones of Cincinnati, may be appropriately discussed at this stage, because it affords a fine subject for comparison between the trade by river and rail upon the single item which constitutes very much the largest part of the entire tonnage carried by river between Pittsburgh and Cairo, and for the reason that only at Cincinnati are to be found anything like adequate statistics.

During the past thirty-three years the receipts of coal of all kinds at Cincinnati have been as follows:

Annual receipts of coal at Cincinnati for thirty-three years.

Years.	Bushels.	Reduced to tons.	Years.	Bushels.	Reduced to tons.
1853-'54	8,158,000	302,148	1870-'71	22,972,000	850,814
1854-'55	10,356,000	383,555	1871-'72	30,790,796	1,140,399
1855-'56	7,500,000	277,777	1872-'73	37,274,497	1,010,018
1856-'57	14,500,000	537,037	1873-'74	35,234,834	1,305,285
1857-'58	15,000,000	555,555	1874-'75	35,390,300	1,311,488
1858-'59	12,392,701	458,988	1875-'76	40,183,317	1,489,108
1859-'60	14,600,000	540,740	1876-'77	39,622,634	1,468,619
1860-'61	12,500,000	462,492	1877-'78	38,892,229	1,441,754
1861-'62	8,500,000	314,814	1878-'79	34,210,667	1,269,339
1862-'63	8,000,000	296,296	1879-'80	48,198,246	1,787,230
1863-'64	15,975,366	591,680	1880-'81	40,244,438	1,492,817
1864-'65	16,467,023	609,889	1881-'82	59,267,620	2,197,407
1865-'66	18,022,900	667,514	1882-'83	54,620,032	2,025,859
1866-'67	18,446,226	683,195	1883-'84	56,412,059	2,092,551
1867-'68	17,500,000	648,148	1884-'85	54,138,322	2,008,850
1868-'69	25,500,000	944,444	1885-'86	57,416,529	2,130,354
1869-'70	30,300,000	1,222,222			

Separation between these receipts by rail and river has not been made on the commercial records of the city until recently, and figures are given below for seven commercial years.

Receipts of coal at Cincinnati by rail and river for years named.

Years.	By rail.		By river.	
	Bushels.	*Tons.*	*Bushels.*	*Tons.*
1879-'80	3,276,460	123,460	44,921,786	1,663,769
1880-'81	3,160,414	119,335	37,084,024	1,373,482
1881-'82	4,105,672	154,573	55,161,948	2,043,034
1882-'83	3,979,515	147,389	50,640,517	1,875,574
1883-'84	4,996,145	188,258	51,415,914	1,904,293
1884-'85	4,064,830	154,277	50,073,492	1,854,573
1885-'86	4,008,175	152,267	53,408,354	1,978,087

The different sources of supply for these coal receipts, with the quantities by years from each, for the same period, are as follows:

Years.	Pittsburgh.	Kanawha.	Ohio River.	Other sources.	Anthracite region.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1879-'80	1,175,962	337,603	158,082	87,100	28,482	1,787,229
1880-'81	859,336	399,376	116,738	86,546	30,821	1,492,817
1881-'82	1,400,295	519,560	138,749	107,606	31,197	2,197,407
1882-'83	1,255,373	500,987	122,575	107,834	39,090	2,025,859
1883-'84	1,194,054	586,535	109,507	159,041	43,414	2,092,551
1884-'85	1,195,783	542,152	111,373	109,226	50,316	2,008,850
1885-'86	1,293,835	649,447	34,805	100,750	51,517	2,130,354

By subtracting the total annual receipts of coal from the Pittsburgh region, recorded as above, from the total annual bushels shipped from the pools of the Monongahela Slackwater at Pittsburgh, as shown by the statement accompanying the pages descriptive of the commerce of that city, the remainder will show the percentage of the consumption of that class of coal at points between Cincinnati and Pittsburgh and at points below Cincinnati. For example: The total output of the pools for 1886 was 109,895,147 bushels. The receipts of Pittsburgh coal at Cincinnati for that commercial year were, by river, 34,933,542 bushels. This would leave for the supply of other river points and for consumption at Pittsburgh 74,961,605 bushels. Natural gas having almost entirely superseded the use of coal for manufacturing and domestic purposes in Pittsburgh, the above may be regarded, practically, as the surplus supply for all other points outside of Cincinnati.

But it is as furnishing a basis for percentages between rail and river tonnage that these figures here possess their main value.

Of the total receipts of coal from all points at Cincinnati during the seven commercial years selected for comparison, the following percentages exist between rail and river tonnage:

Year.	Percentage—	
	River.	Rail.
1879–'80	93.20	6.80
1880–'81	92.10	7.90
1881–'82	93.00	7.00
1882–'83	92.70	7.30
1883–'84	91.20	8.80
1884–'85	92.50	7.50
1885–'86	93.00	7.00

Superintendent Maxwell, of the Cincinnati Chamber of Commerce, speaking of the coal trade in 1884–'85, says:

"In speaking of the river interests in our time, when rapid transit largely determines the matter of travel and of a great number of articles of freight traffic, it is possible, unintentionally, to do injustice to the river in measuring the relation which it now sustains to the earlier periods of steam-boating. Thus men speak of the decadence of the traffic by steam-boats, and there can be no doubt that the multiplication of railways and the improvement of their service have in an important manner changed the character of the business of the river, and yet with all this it is demonstrable that the quantity of coal now brought to this city by river is wellnigh double the entire receipts of freight by the steam-boats which conducted the business of Cincinnati in the days when steam-boating on the Western waters was recognized as being in its prime. In verification of this it may be stated that the total number of arrivals during the thirteen years prior to the war, which embrace the period when the largest number of boats was employed, was 43,820, making an annual average of 3,370 arrivals. This would make an average annual tonnage of 849,240 tons. If 33 per cent. were added to this for increased carrying capacity over the measurement, it would exhibit an annual tonnage capacity of 1,132,320. Now, it thus appears that the receipts of coal alone at Cincinnati by river in 1884–'85 exceeded this entire carrying capacity by 722,253 tons, and yet these figures for the earlier years, it must be kept in mind, represent the total capacity of the boats, which, of course, in making comparisons with the coal actually transported, must be much in excess of the actual freights brought to this city—a statement which furnishes an argument to which our legislators should lend a listening ear whenever it is sought in any way to impair the facilities for our river commerce."

It is to be regretted that no comparative records of coal shipments by rail and river are kept at Cincinnati, since such figures would complete the discussion of this branch of the subject.

The port list shows 59 freight and passenger boats (including ferries and harbor vessels) which plied between Cincinnati and other ports during the years 1885–'86. These boats had a total tonnage of 31,112.29, and full particulars concerning their trips and business will be found in the general table of Ohio River commerce.

LIVE-STOCK MARKET.

CINCINNATI, *October* 3, 1887.

To the members of the Pork Packers' Association of Cincinnati:

GENTLEMEN: The past year, to the general business of the country, brought a fulfillment of the promises which the conditions seemed to make at the close of the previous year. In all branches of business increased activity has been witnessed. Trade, manufactures, and transportation have alike felt the stimulation of improved times. In this better condition the provision interest has found participation, and the members of this association may well be congratulated upon the enjoyment of a year's business which has brought to them reasonable returns for capital and labor employed. While hogs cost more than in the season of 1885–'86, they were still purchased at low prices, and the generally upward tendency to the cured product brought possibilities to the trade which were forbidden by the untoward events which, with little exception, crowded the four preceding years. Little change has occurred in the extent of the packing industry of this city, and in the very nature of the case little can be expected. The number of hogs packed in the West showed some increase, but what was gained in number was more than lost in diminished weight, so that with the number packed in the summer varying little from the preceding year no important change is to be noted in the aggregate physical results of the year, the shipments of the product to foreign countries having somewhat declined.

The business in live-stock at this city has, in the aggregate, been well maintained compared with 1885–'86. A larger business has been transacted in hogs. Little change has occurred in cattle and sheep. The receipts of sheep show a considerable reduction at the yards, but this is entirely traceable to a less number having been duplicated by shipment from one yard to the other, the actual receipts at this point having slightly increased. The year has been mainly satisfactory to shippers, except as to cattle, in which the business has not been so favorable as in former years. There, however, has been a good demand for stock, and in general the yards have done a fairly remunerative year's work. The quality of stock in the later months, because of the dry weather which generally prevailed and the damage done to pasturage, was more or less impaired. The general average of cattle for the year, however, was extraordinarily large, having in nine months of the period exceeded 1,000 pounds, a thing unprecedented in the history of the Union Yards, the averages for both hogs and sheep having generally throughout the year fallen below 1885–'86.

According to reports submitted by William J. Lippincott, esq., president of the Cincinnati Union Stock-Yards Company; W. A. Peter, esq., superintendent of the Covington Stock-Yards; George Slimer, esq., of Slimer's Stock-Yards, and M. T. Hoshal, esq., manager of Eggleston Avenue Stock-Yards, the receipts of live-stock (not including horses and calves) at the yards in this city, in two years, each year ending August 31, were distributed as follows:

	Hogs.		Cattle.		Sheep.	
	1886–'87.	1885–'86.	1886–'87.	1885–'86.	1886–'87.	1885–'86.
Cincinnati Union	666,444	631,695	152,607	161,479	409,972	469,629
Covington	96,921	95,322	40,780	38,493	170,701	180,123
Slimer's	55,550	50,378	6,410	6,572	19,259	22,031
Eggleston Avenue	36,797	36,174	331	388	2,573	1,380
Total	885,712	813,569	200,128	206,932	602,505	673,163

The receipts of the three kinds of stock aggregated 1,658,345 head in comparison with 1,693,664 in 1885–'86. These figures, because of duplication at the yards growing out of interchange, while showing the business of the yards, are in excess of the actual movement; the actual receipts at this city in the past year having been as follows:

	1886–'87.	1885–'86.
Hogs	835,247	779,956
Cattle	186,110	199,344
Sheep	566,921	565,262
Total	1,588,278	1,544,562

This shows an increase in the three kinds of stock of 43,716 head; the preceding year also having exhibited an increase over 1884–'85.

The shipments from the city in the past year aggregated:

	1886–'87.	1885–'86.
Hogs	279,400	215,025
Cattle	60,611	71,606
Sheep	426,052	382,983

Of these there were shipped from the Union Yards:

	1886–'87.	1885–'86.
Hogs	224,901	182,085
Cattle	35,716	50,755
Sheep	293,401	348,891

The net receipts were as follows:

	1886–'87.	1885–'86.	1884–'85.
Hogs	555,847	564,931	566,052
Cattle	135,499	127,738	111,562
Sheep	140,869	182,279	167,154

These figures indicate very little change in the local consumption of cattle compared with the previous year, but exhibit a marked increase over 1884–'85, while sheep show a large falling off.

The weight of the stock received, as shown by such as were weighed at the Union Yards, which fairly represents the whole business, exhibits an increase in cattle of 20.52 pounds and a reduction in hogs of 10.03 pounds and in sheep of 2.11 pounds per head, the average gross weight of cattle having been 1,000.56 pounds, in comparison with 980.04 in 1885–'86; of hogs, 229.14 pounds, compared with 239.17 in 1885–'86, the average of hogs having been the lowest in the fourteen years in which the averages have been preserved, excepting in 1883–'84, when it was 228.10, and of sheep, 76.07 pounds, in comparison with 78.18, this average also having been the lowest in fourteen years, with the exception of 1877–'78, when it was 75.98.

While in late years there has not appeared to be frequent use for the association, there are times when it is desirable that there should be an organized body to give expression to the opinions and the wants of a body of manufacturers and merchants sustaining a relation so important to the business interests of the city as do the members of this association. This was demonstrated only a few years ago in the matter of taxation, and finds emphasis now, when the association is called upon to consider the subject of lard adulteration, and of invoking legislation for the protection of legitimate production.

Respectfully submitted in behalf of the board of directors.

SIDNEY D. MAXWELL, *Secretary.*

LAWRENCEBURGH, IND.

The first place of importance on the river below Cincinnati is Lawrenceburgh, the seat of Dearborn County, Indiana, 22 miles from Cincinnati. In 1880 the town had 4,668 inhabitants, and now claims a population of twice that number, and probably has about 8,000. It is one of the oldest settlements on the Indiana side of the river, and for years enjoyed a lucrative pork trade in common with other cities lower down, but of late that interest has largely decayed. Its present business consists principally in the manufacture of furniture, burial cases, and cooperage. At the close of the war there was a large distillery located here, but this has been practically suspended for several years. The existing manufacturing interests are as follows:

Flouring mills, 2; capital, $75,000; value of annual product, about $125,000. Furniture factories, 3; capital, $250,000; value of annual product, $400,000. Burial-case manufactory, 1; capital, $85,000; value of product, $125,000. Cooperage works, 1, capital, $250,000; value of output, $300,000. The capital stock of the last-named establishment is mostly owned in Cincinnati.

Lawrenceburgh has no special river trade, and no local boats are run in her interest which carry general freights and passengers. The railroad connections are by the Ohio and Mississippi, and Cincinnati, Indianapolis, Saint Louis and Chicago roads to Cincinnati, and the same lines to the West and Northwest.

The principal markets for her manufactures are Cincinnati and Western cities, and her general supplies are drawn from Cincinnati, being shipped in almost entirely by rail. No commercial statistics are kept here.

AURORA, IND.

This thriving little city of 8,000 population is located on the river 4 miles below Lawrenceburgh, and has several lines of manufacture, including distilled and malt liquors, chairs, and light machinery. The principal receiving and shipping trade is carried over the Ohio and Mississippi Railroad, the former coming from Cincinnati and the latter extending over the Southern and Western States. The aggregate capital employed in manufactures is about $1,250,000, and the annual products average $2,000,000 in value. The trade by river is inconsiderable compared with that transacted by rail, and no statistics were procurable as to relative volumes.

There are no local boats plying here, and only the regular packet line between Louisville and Cincinnati makes stated landings for freights and passengers.

CARROLLTON, KY.

This place owes its chief importance to its location at the mouth of the Kentucky River, and although having only about 3,000 population, it enjoys a large trade in the products brought down that stream. It is the seat of Carroll County, one of the richest agricultural sections of the State. Corn, tobacco, hay, and potatoes are the leading local products, and these are supplemented by live-stock, timber, whisky, etc., from the up-river counties. All the regular packet lines make landings at Carrollton and receive and discharge large quantities of general freights.

The Kentucky River is the second in size in the State and the first in importance of her streams. By a small expense in slackwater improvements, with its three forks, it can be made navigable to steamers of 300 tons burden for a distance of 400 miles, 100 miles of which passes through a continuation of the great coal and iron fields along the western shed of the Cumberland Mountains.

At present there are two regular boats running between Louisville and Carrollton and up the Kentucky River to Frankfort, the capital city. These boats each make tri-weekly trips, and average 46½ tons of general freights to the round trip. For particulars see the general table showing the commerce of the Ohio River. In addition to these, the Louisville and Cincinnati packets touch here, and also a small packet making tri-weekly trips between Madison, Ind., on the Ohio, below Carrollton, to Vevay, Ind., above. No statistics of the local trade are prepared here, but the annual transactions will average about $3,000,000. The principal markets of supply and sale are Cincinnati and Louisville, with the distribution about equally divided between them. There is no railroad competition here.

MADISON, IND.

This city of 12,000 inhabitants, situated on the river 87 miles below Cincinnati and 45 miles above Louisville, is the most important commercial point between those cities. It was settled while Indiana was yet a Territory, and early became a center of trade for a large area of country adjacent on both sides of the river. For a lengthy period its leading industry was pork-packing, in which business the foundations of numerous individual fortunes were laid. When this business declined it was succeeded by the manufacture of starch, in which the factories of Madison were pioneers for the entire Western country. The city is the seat of Jefferson County, Indiana, and has the honor of being made the southern terminus of the first railroad built west of the Alleghany Mountains. This road, now known as the Jeffersonville, Madison and Indianapolis, and operated under a lease to the Pittsburgh, Cincinnati and Saint Louis Railway Company, has been continuously in operation since its construction, and has proved of incalculable benefit in promoting the early settlement of the State, as well as contributing greatly to the prosperity of Madison. This line gives an outlet to the North, East, and West by its connections at North Vernon with the Ohio and Mississippi road, and at Indianapolis with the roads diverging thence.

Madison's principal industries at the present time are as follows:

Industries.	No. establishments.	Capital invested.	Value of products.
Agricultural implements	2	$150,000	$225,000
Brewery	1	300,000	500,000
Boat-building	1	75,000	125,000
Flouring mills	2	80,000	100,000
Foundery, etc	1	25,000	75,000
Pork-packing	1	45,000	50,000
Starch works	3	250,000	425,000
Woolen mill	1	300,000	650,000
Miscellaneous	15	750,000	1,250,000
Total	27	1,975,000	3,400,000

The retail trade of the city will probably amount to as much as the value of manufactured products. Supplies for all are drawn from so many different sources that it is too difficult to specify them. The receipts are divided into two-thirds by rail and one-third by river, while the shipments average about half and half. There are no statistics here of any particular detail upon this point, and the above division depends for any value it may possess upon the estimates of leading business men of the city.

The boat-building industry, once of leading importance here, has dwindled to insignificant proportions, and the work now is generally confined to repairs and the construction of an occasional vessel under 50 tons measurement.

The local river lines comprise two boats: one running between Louisville and Madison, making daily trips, and averaging 40 passengers and 49 tons of general freight per round trip, and the other, a small boat, previously referred to, making tri-weekly trips between Madison and Vevay, carrying an average of 15 passengers and 9 tons of merchandise per round trip.

There is also a ferry-boat here, running across to the Kentucky shore, which makes four daily round trips, and averages 5 passengers and 1 ton of freight to the round trip. For further particulars see the general schedule of boats and commerce of the Ohio River.

JEFFERSONVILLE, IND.

This city of 13,000 inhabitants, the county seat of Clark County, Indiana, is located opposite to Louisville, with which it is connected by rail over the Louisville bridge, and by a prosperous ferry line, and is laid out upon a level plateau or the first alluvial bench, a few hundred yards above the head of the falls. It was first settled by people who had become dissatisfied with the official management of affairs in Louisville, about the year 1783, but the rapid influx of immigration to the fertile territory ceded by Virginia and the subjugation of the hostile red men under the vigorous campaigning of General George Rogers Clark soon gave the embryo town an impulse which threatened for a time to eclipse its older rival across the river in the race for wealth and population. The admission of Kentucky to the Union in 1792, however, gave Louisville an advantage that could not be overcome. From the latter date the growth of Jeffersonville has been unusually slow, but substantial, withal, and the access of important manufacturing enterprises, however much some of them have languished and become extinct since the disastrous commercial year of 1873, has given the community a leading position among the cities on the Indiana shore of the river.

For nearly a quarter of a century this city has been the chief boat-building point for the entire length of the river, and nearly all of the larger steamers that have plowed the Western waters were constructed here. This industry survives, although much reduced in volume by the inroads made upon river commerce by the multiplying lines of railroad, and every year there are some first-class vessels constructed here for the lower river and Mississippi trade. During a period of ten years, there was also a very considerable manufactory of polished plate-glass operated here with varying success; but, like other concerns of a similar character, it yielded at last to competition and general business depression.

The only details of the business done here in past years that can be depended on are those given below, and taken from a report made by D. M. Dryden, esq., of Jeffersonville, to Maj. Milnor B. Roberts, and published in the latter's report to the Secretary of War on the survey and improvement of the Ohio River.

Exhibit of the trade of Jeffersonville.

Articles.	Quantities.	Prices.	Aggregate value.
1865.			
Hulls built.....number...	5	Aggregate tonnage, 2,315.....	$61,884.64
Shingles.....do.....	291,000	$6 per M.....	1,746.00
Oak and pine.....feet...	1,805,068	$20 per M.....	36,101.36
Wrought iron.....tons...	30,000	$100 per ton.....	3,000,000.00
Fire-brick.....number...	30,000	$20 per M.....	600.00
Fire-clay.....tons...	10	$10 per ton.....	100.00
Salt.....barrels...	30,000	$3.50 per barrel.....	105,000.00
Steamers landing.....number...	850	Amount of revenue to city..	7,360.00
Flat and produce boats.....do.....	365	.....do.....	1,825.00
1866.			
Hulls built.....number...	8	Aggregate tonnage, 1,796.....	96,915.00
Shingles.....do.....	309,250	$6 per M.....	1,855.00
Oak, pine, and poplar.....feet...	955,593	$20 per M.....	19,111.86
Fire-brick.....number...	50,000	$20 per M.....	1,000.00
Fire-clay.....tons...	20	$10 per ton.....	200.00
Salt.....barrels...	40,000	$3 per barrel.....	120,000.00
Steam-boats landing.....number...	896	Amount of revenue to city..	7,400.00
Flat and produce boats.....do.....	750	.....do.....	3,650.00
1867.			
Steam-boat hulls built.....number...	10	Aggregate tonnage, 5,598.....	140,532.00
Shingles.....do.....	545,000	$6 per M.....	3,270.00
Oak and pine lumber.....feet...	609,094	$20 per M.....	12,181.88
Wrought iron.....tons...	7,602	$125 per ton.....	950,250.00
Pig metal.....do.....	200	$50 per ton.....	10,000.00
Coal.....bushels..	309,005	13 cents per bushel.....	40,170.65
Salt.....barrels...	31,000	$3 per barrel.....	93,000.00
Fire-brick.....number...	30,000	$20 per M.....	60,000.00
Steam-boats landing.....do.....	810	Amount of revenue to city..	3,280.00
Flat and produce boats.....do.....	630	.....do.....	3,150.00
1868.			
Steam-boat hulls built.....number...	8	Aggregate tonnage, 3,132.....	86,100.00
Shingles.....do.....	390,000	$6 per M.....	2,340.00
Oak, pine, and poplar timber.....feet...	197,102	$20 per M.....	3,942.04
Cedar posts.....number...	1,250	25 cents per post.....	312.50
Assorted metal.....tons...	521	$400 per ton.....	208,400.00
Pig metal.....do.....	250	$50 per ton.....	12,500.00
Spike and hook iron.....do.....	150	$20 per ton.....	31,600.00
Coal.....bushels...	455,000	13 cents per bushel.....	59,150.00
Salt.....barrels...	7,000	$3 per barrel.....	21,000.00
Fire-brick.....number...	65,000	$20 per M.....	1,300.00
Fire-clay.....tons...	20	$10 per ton.....	200.00
Steam-boats landing.....number...	850	Amount of revenue to city..	3,600.00
Flat and produce boats.....do.....	750	.....do.....	3,550.00
Railroad cars.....	.....	.....	500,000.00
Agricultural implements.....	.....	.....	300,000.00
Cement.....barrels...	.....	.....	100,000.00
Pork-packing.....	.....	.....	100,000.00

The present industries of the city are carefully estimated for the commercial year ended July 1, 1887, as follows:

Industries.	No.	Hands employed.	Capital.	Value of products.
Boat-building.....	1	325	$1,500,000	$2,000,000
Boots and shoes *.....	1	55	75,000	85,000
Bent-wood works.....	1	22	15,000	25,000
Breweries.....	1	10	15,000	25,000
Car works.....	1	2,500	750,000	900,000
Cement mills.....	1	30	50,000	60,000
Cigar manufactories.....	3	35	10,000	30,000
Cooperage.....	2	200	150,000	325,000
Flouring mills.....	3	30	125,000	250,000
Foundries, etc.....	2	250	375,000	600,000
Hardware *.....	1	565	400,000	800,000
Ice.....	2	15	50,000	95,000
Saddle-tree manufactories *.....	1	45	50,000	80,000
Saw mills.....	1	15	20,000	35,000
Tanneries.....	1	8	12,000	20,000
United States quartermaster's depot, United States Army †	1	169	3,500,000	600,000

* Industries carried on by convict labor in Southern Indiana prison.

† The largest depot in the United States, manufacturing all sorts of army stores except arms and ammunition. The labor is done by contract, principally in the cities of Louisville, Jeffersonville, and New Albany.

The wholesale trade here amounts to about $1,000,000 annually, while the retail trade is nearly twice that sum. No statistics were procurable as to the distribution of trade or sources of supply, nor was it practicable to ascertain the proportion of commerce carried on by river and rail separately. It may be stated that the flat-boat traffic, once very considerable, has dwindled to nearly nothing, and what is done in that line is drawn to Louisville as the leading market.

As closely as the figures could be procured, the status of the boat-building interest here for seven years past is as follows:

Years.	No. hulls built.	Tonnage.	Years.	No. hulls built.	Tonnage.
1886	13	6,500	1882	23	11,500
1885	10	5,000	1881	15	8,500
1884	7	2,800	1880	13	6,500
1883	27	7,100			

As at Cincinnati in the case of the cities of Covington and Newport, so here in the case of Jeffersonville and Louisville, the course of river trade is toward the larger city, and the regular packet lines barely touch at Jeffersonville, and transact almost all their business up and down river at the Louisville landing.

The ferry business between the two cities is and always has been quite large. This business is cared for by three handsome vessels, two of which are in constant service, averaging seventy round trips each, weekly, and carrying an average of 15 passengers and 5 tons of freight in wagons each per round trip. Further particulars of this business will be found in the general table showing Ohio River commerce. There are no local lines operated here outside of the ferry.

LOUISVILLE, KY.

The actual business life of this city began in the spring of 1780, when the infant settlement had a population of 600. The Virginia legislature at that date ordered a new survey, plat, and sale of lots under "an act for establishing the town of Louisville at the falls of the Ohio." This act further confiscated the 4,000 acres of land extending from Beargrass Creek to the foot of the falls, previously granted by Lord Dunmore, the then royal governor of Virginia, by deed to John Campbell and Dr. John Connally; the act of confiscation being prompted by the suspicion that Campbell and Connally were tories during the Revolutionary period. The plat thus ordered to be made is not now extant, and the oldest one at present in the city archives was drawn in 1812.

The navigation of the Ohio, up to 1776, had been wholly down-stream, the vessels employed consisting of bateaus, flat-boats, and similar frail craft; but, in the year named, a keel-boat passed up the falls at Louisville, from New Orleans to Fort Pitt (the original site of Pittsburgh), with a small cargo of gunpowder. This was the inauguration of up-stream navigation and the first proof that a loaded vessel could be made to ascend the falls at this point, and from that laborious voyage, long in advance of steam appliances, grew the enormous commerce of the Western rivers. It was likewise a godsend to Louisville, providing employment for much of its hardy pioneer population, and, later on, causing the Government to undertake and carry out wise plans of river improvement which have resulted in overcoming the formidable dangers to navigation at this natural barrier by means of a canal around the falls. In 1782 the garrison stationed here to protect the settlement from Indian depredations, erected Fort Nelson, on ground now lying between Sixth and Eighth streets, north of Main. For many years the guns of this stronghold commanded all approaches to the town by land or water, and it proved a formidable agent in keeping the red men quiet and in opening up the country along both banks of the river.

Up to this time, owing to the oppressive and unwise administration of affairs by the town trustees, the progress of Louisville was very slow in a material way, and some of the original settlers actually removed to the Indiana shore and established the village of Jeffersonville, which, notwithstanding its less advantageous location, for a time bade fair to outstrip its elder rival. The recent close of the Revolutionary war, however, with the discharge from military duty and British prisons of large numbers of daring and adventurous spirits, brought to the falls a new element, and a decided access of population and business. Schools, factories, and courts were soon put into brisk operation and commerce along the river received a new impetus. Urged by these foreshadowings of greatness, the people had grown weary of the domination of Virginia, and in 1785 petitioned for a separate State government. This was conceded finally in 1792, and

Kentucky became the first-born among the family of States. Now began in earnest the career of Louisville. A new board of trustees was chosen; a code of municipal law adopted, and the town began a substantial and steady growth which has continued to the present. The first check occurred in 1781–1795, occasioned by the embargo laid by Spain upon the navigation of the Mississippi, by the complications consequent therefrom, and the constant strain of menace and jeopardy to which river commerce was subjected during this period. When these difficulties were removed by treaty with Napoleon in 1795, and the Mississippi and New Orleans became a part of the United States, the watery highway was opened again, and Louisville hastened to make herself mistress of the Ohio River and its trade, and the acquisition of the Louisiana country may be regarded as the date and origin of her commercial greatness.

In 1810 the population had swelled to over 1,300, and in October of the following year the first steam-boat that ever plowed the Ohio was launched at Pittsburgh, and, after a three days' voyage, reached Louisville en route to New Orleans. In 1814 the town of Portland, west of Louisville, just below the falls, was laid out and a settlement begun. This year saw the first paper-mill erected on the Ohio at Louisville, and also the foundation of the new town of New Albany, on the Indiana side of the river, opposite to Portland. In 1815 Louisville boasted 122 factories and stores, 1 church, a theater, and 2 newspapers, and on July 3d launched her first home-built steam-boat, the *Governor Shelby*, of 122 tons burden, designed for the New Orleans and Louisville trade.

In 1820 the population was 4,000, and the value of town lots aggregated $3,500,000, and the number of stores and factories had increased to 207.

In 1825 the Louisville and Portland Canal Company was organized by legislative charter, and work began in March of the year following on this gigantic improvement as it was then considered.

In 1828 Louisville was incorporated as a city, and the aggregate of business transactions recorded for the year following footed up $15,000,000.

In 1830 the population of more than 10,000 were able to rejoice over the completion of the Louisville and Portland Canal.

In 1835. the Frankfort railroad was completed to Louisville, and the city, now having a population of about 20,000, was lighted by coal gas for the first time; 100 new business blocks were erected, and the shipments of salt meats reached 4,000,000 pounds, and of whisky 26,000 barrels.

In 1840 the city had a population of 21,210, with a capital of $713,675 invested in manufacturing. In 1851 the Louisville, New Albany and Chicago Railroad was opened for traffic and the work of constructing the Louisville and Nashville Railroad was begun. In the year 1853 the Jeffersonville and Indianapolis line was completed and became at once an important factor in building up the trade of Louisville to the northward. In 1860 her population numbered 68,000, and she was in a more flourishing condition than ever before; but her interests were so largely in and with the South that the beginning of the civil war at once tied up her commerce, closed her factories, suspended every industry, and, with occasional brief exceptions, paralyzed her energies during the four years of armed contest.

The close of the struggle in 1865 again opened to the Southern States the markets along the border, and Louisville again became the center of such trade and commerce as the impoverished Southern country afforded. Northern and Eastern capital, swift to see the advantages that must accrue from the altered condition of the South, socially and politically, came pouring in for investment in enterprises that have added vastly to the city's wealth and importance. Trade and industry took a new start, more vigorous and successful than ever, and the growth of the city in all that goes to constitute a prosperous and happy community has been wonderful. New railroads, the extension of old ones, the bridging of the Ohio, the enlargement of the canal and consequent promotion of river commerce, the introduction of modern methods in every department of business life, the erection of magnificent buildings devoted to commerce, manufactures, and domestic uses, the extension and liberalizing of the school system, and a thousand other matters prove that, whatever her immediate losses, Louisville was ultimately an immense gainer by the war and the changed conditions it brought about.

In 1867 the Knoxville branch of the Louisville and Nashville Railroad was built, and two years later a connection was effected with the Ohio and Mississippi Railroad at North Vernon. This latter year also saw work begun upon the bridge crossing the river over the falls.

The census of 1870 showed a population of 100,753, with a valuation of real and personal property of $70,715,620.

In 1871 the canal improvement was completed, and in 1872 the bridge was thrown open to traffic.

On January 1, 1886, by a careful estimate, the population of Louisville was 161,022, and is now probably 175,000.

TRANSPORTATION LINES.

The railroad facilities of Louisville are very complete, comprising: The Louisville and Nashville, running through Kentucky, Tennessee, Alabama, and Mississippi, to New Orleans, with branches to Cincinnati, Lexington, Knoxville, Owensborough, Evansville, Saint Louis, Shawneetown, and Memphis; the Newport News and Mississippi Valley Company, affording an outlet to Eastern and Western tide-water; the Louisville, New Albany and Chicago; the Louisville, Evansville and Saint Louis Railway; the Ohio and Mississippi Line; the Jeffersonville, Madison and Indianapolis Railroad; branches connecting the city with the Cincinnati, New Orleans and Texas Pacific system and the East Tennessee, Virginia and Georgia lines, and an up-river narrow-gauge road to Westport, Ky. Besides these there are the Louisville Southern and the Louisville, Saint Louis and Texas roads, now in course of construction, which will afford competition with established lines to the Southwest. The completion of the second railway bridge over the river at this point will enable rapid transfers of north and south bound freights and passengers to be made, for particulars of which facilities see the section on Ohio River bridges in another part of this report.

The regular steam-boat lines maintained here are: The Cincinnati and Louisville; the Louisville, Evansville and Henderson, and the Memphis and Ohio River Packet Companies, the first two named sending out a boat daily from this port and the latter a boat semi-weekly.

In addition to these more important lines there are: Two tri-weekly boats in the Kentucky River trade; a daily boat in the Madison trade; a tri-weekly boat running to Leavenworth, Ind., 60 miles down river; a boat making weekly trips between Louisville and Catlettsburgh, in the Big Sandy trade; a boat making semi-weekly trips in the Salt River trade, and a boat plying weekly between this port and Middleport, Ohio, and another making weekly trips to Mount Vernon, Ind., in the Wabash River trade. Particulars as to each of these boats will be found in the general table exhibiting the commerce of the Ohio River. The aggregate tonnage of freights carried weekly by these lines is estimated at 2,054 tons.

LEADING INDUSTRIES.

But little more remains to be said under the head of Louisville's industrial and commercial growth other than to present the figures showing her actual progress in detail. Concerning her principal products and commodities, it is only fair to state that as a leaf-tobacco market Louisville leads the world in facilities for handling and selling this chief of the staples of Kentucky. In the manufacture of oak-tanned sole-leather and harness and saddle leather she has fifteen immense establishments, employing a capital of over a million and a half of dollars; four extensive mills manufacturing Kentucky jeans, that find a market all over the country, employing nearly $1,000,000 capital and 1,000 hands and producing annually about 4,500,000 yards. In the manufacture of hydraulic cement there are eight mills in operation in and around Louisville, producing about 4,500 barrels daily all the year round, their product finding a market in every city west of the Alleghanies and south of the Ohio and Mississippi Rivers. Next to cement, whisky is the most important article of west-bound freight from Louisville, and during 1886 the total shipments by rail were 100,648 barrels, and by river 1,295 barrels. Besides these, vast quantities of agricultural implements, vehicles of all kinds, boots and shoes, furniture, sash, doors, and blinds, cooperage, steam-engines and boilers, machinery, iron pipe, architectural iron-work, farm and stock bells, stoves, tin and sheet-iron ware, lead and oil, paper, manufactured tobaccos, etc., are produced annually and reach markets distributed all over this country and Mexico.

The tables following will show for each product and article the amounts and values of shipments for a series of years, as well as the comparative growth of each industry and its means of transportation from and to Louisville:

Mechanical and manufacturing industries

[From the United States census, except for 1885 and

Industries.	1886.				1885.			
	Establishments.	Capital.	Materials.	Products.	Establishments.	Capital.	Materials.	Products.
Agricultural implements	15	$2,150,000	$1,750,000	$2,970,000	17	$2,750,000	$2,245,000	$3,175,000
Blacksmithing	75	115,000	95,500	175,000	72	80,000	70,000	150,000
Book-binding, etc	8	175,000	200,000	380,000	8	164,500	150,000	315,000
Boots and shoes	*8	350,000	420,000	925,000	272	625,000	780,000	1,520,000
Boots and shoes, uppers	5	40,000	150,000	175,000	4	22,000	125,000	160,000
Boxes	12	215,000	200,000	410,000	8	175,000	160,000	345,000
Brass castings	6	75,000	100,000	150,000	6	70,000	85,000	120,000
Bread, etc	105	500,000	1,000,000	1,950,000	98	480,000	980,000	1,835,000
Brick and tile	27	250,000	75,000	300,000	24	220,000	68,000	247,000
Brooms, etc	11	35,000	70,000	150,000	11	29,000	60,000	137,500
Carpentering	84	350,000	900,000	1,500,000	78	312,000	640,000	1,262,000
Carriages and wagons	43	500,000	625,000	975,000	45	520,000	700,000	1,345,000
Clothing	†29	320,000	700,000	1,325,000	44	950,500	1,432,500	2,122,000
Coffee and spices	2	40,000	150,000	200,000	1	27,000	145,000	195,000
Coffins, etc	*3	275,000	250,000	925,000	19	476,500	246,000	815,000
Confectionery	*18	180,000	95,000	200,000	77	425,000	370,000	749,000
Cooperage	23	350,000	425,000	950,000	23	350,000	485,000	990,000
Cutlery and edge tools	2	125,000	65,000	175,000	2	75,000	40,000	132,500
Drugs	5	650,000	550,000	1,400,000	5	650,000	537,500	1,370,000
Flouring mills	8	300,000	650,000	775,000	8	300,000	940,000	1,027,500
Foundry and machinery	23	2,255,000	1,925,000	3,127,500	23	2,255,000	1,700,000	2,955,500
Furniture	47	1,075,000	1,125,000	2,220,000	47	1,075,000	945,000	1,925,000
Furniture, chairs	8	150,000	140,000	275,000	8	142,500	127,000	261,000
Glass	1	10,000	30,000	75,000	1	10,000	27,500	60,000
Hair work	10	15,000	25,000	50,000	10	12,000	15,000	40,000
Hardware	5	50,000	45,000	100,000	5	42,000	27,500	80,000
Ink and blueing	1	5,000	2,750	6,500	2	7,500	3,000	8,500
Instruments, professional and scientific	3	15,000	5,000	30,000	3	11,000	2,500	15,000
Iron and steel	2	300,000	250,000	625,000	1	155,000	115,000	280,000
Iron work, architectural and ornamental	4	220,000	600,000	1,300,000	4	220,000	525,000	1,147,000
Iron castings	28	2,650,000	2,500,000	3,650,000	28	2,650,000	2,200,000	3,490,000
Iron, stoves, etc	‡8	2,175,000	925,000	1,650,000	8	2,175,000	1,450,000	3,167,500
Leather:								
Curried	10	375,000	625,000	700,000	18	522,000	1,350,000	1,879,500
Tanned	6	1,500,000	1,125,000	1,750,000	7	1,700,000	1,450,000	2,365,000
Liquors:								
Distilled	¶3	950,000	225,000	375,500	32	2,345,000	2,120,000	3,750,000
Malt	21	850,000	750,000	1,475,000	21	850,000	700,000	1,425,000
Lumber:								
Planed	13	350,000	600,000	1,225,000	13	315,000	482,500	975,000
Sawed	48	1,025,000	1,425,000	1,750,000	48	1,025,000	1,384,500	1,690,000
Marble and stone work	15	205,000	300,000	520,000	13	125,000	120,000	365,000
Masonry, brick and stone	5	75,000	89,500	230,000	2	47,500	50,000	112,000
Mixed textiles	2	380,000	‡375,000	‡525,000	2	380,000	417,500	640,000
Musical instruments	12	120,000	50,000	110,000	12	118,000	65,000	137,500
Patent medicines, etc	7	105,000	140,000	350,000	8	129,500	175,000	419,000
Plumbing, etc	28	45,000	75,000	210,000	28	42,500	65,000	182,500
Printing and publishing	52	1,625,000	850,000	1,995,000	54	1,725,000	865,000	2,120,000
Pumps, not including steam	10	35,000	45,000	127,500	10	35,000	47,500	130,000
Saddlery and harness	*9	375,000	450,000	650,000	43	496,500	602,000	929,000
Slaughtering and meat packing	13	1,750,000	3,100,000	4,500,000	13	1,750,000	2,125,000	3,610,000
Tin, copper, and sheet-iron	69	250,000	350,000	675,000	67	225,000	309,000	612,000
Tobacco, chewing, smoking, and snuff	8	420,000	995,000	1,900,000	9	500,000	1,250,000	2,684,000
Tobacco, cigars, and cigarettes	118	525,000	650,000	1,500,000	118	525,000	612,000	1,324,000
Trunks, valises, etc	9	125,000	165,000	320,000	9	115,000	149,500	237,000
Vinegar and cider	15	164,500	185,000	240,000	15	164,500	212,000	290,500
Woolen goods	10	1,360,000	‡850,000	‡1,225,000	10	1,360,000	1,275,000	1,912,000
Miscellaneous	197	2,900,000	2,750,000	4,225,000	.....	.....	.....	.....
Total	1,329	31,754,500	32,215,750	55,715,000	1,514	31,951,500	33,223,000	59,230,500

* Exclusive of dealers not manufacturers.
† Exclusive of manufacturers of women's clothing.
‡ Diminished by strikes during the year.
¶ Only distilleries in actual operation during year are given.

of Louisville, Ky., for years named below.

1886, which were obtained from local statistics.]

1880.				1870.*				1860.*			
Establishments.	Capital.	Materials.	Products.	Establishments.	Capital.	Materials.	Products.	Establishments.	Capital.	Materials.	Products.
6	$1,915,100	$640,600	$1,220,700	6	$398,000	$541,430	$1,045,725	8	$219,650	$95,400	$387,100
49	45,110	36,875	129,315	.....	.....	.....	.....	15	6,575	5,568	28,727
3	49,400	53,150	95,800	3	96,000	256,000	344,000	.....	.....	.....	.....
115	284,000	393,225	774,262	12	68,000	66,858	168,750	74	49,950	70,625	186,082
5	14,050	69,600	102,980	.....	.....	.....	.....	.....	.....	.....	.....
4	58,672	55,400	107,000	1	6,000	6,180	18,000	2	6,500	14,000	25,000
6	69,600	80,020	114,276	3	9,550	8,159	17,700	.....	.....	.....	.....
69	192,000	377,311	592,925	20	86,200	167,022	307,200	19	26,800	92,185	151,820
16	127,350	46,680	151,175	18	90,700	49,199	185,558	6	20,000	17,305	56,000
8	15,900	35,600	75,980	.....	.....	.....	.....	2	1,000	8,650	15,000
44	168,900	385,650	718,600	.....	.....	.....	.....	6	13,000	58,600	183,000
30	338,250	390,540	717,575	42	228,935	126,560	395,805	30	64,850	46,796	198,117
38	746,800	1,000,136	1,697,618	53	308,850	377,079	699,317	21	445,400	342,860	683,960
3	39,500	159,000	209,200	.....	.....	.....	.....	1	250	2,138	2,565
3	110,300	41,700	120,800	5	22,000	2,240	10,800	.....	.....	.....	.....
17	170,900	151,749	263,430	5	46,000	115,099	152,620	3	10,500	4,250	31,000
22	272,200	368,660	762,800	15	57,900	81,345	218,380	11	7,750	17,215	97,850
5	54,600	28,600	75,350	.....	.....	.....	.....	.....	.....	.....	.....
4	23,000	22,300	46,000	2	135,000	25,832	42,000	.....	.....	.....	.....
8	260,000	837,165	951,850	11	202,000	910,900	1,088,013	15	174,800	874,381	995,355
32	2,044,750	1,312,881	2,343,039	.....	.....	.....	.....	.....	.....	.....	.....
18	421,600	359,705	797,460	17	545,450	314,317	1,003,905	14	86,300	47,477	248,150
7	130,900	117,845	244,670	4	58,200	41,400	96,500	.....	.....	.....	.....
3	295,000	37,079	123,075	.....	.....	.....	.....	1	35,000	21,040	65,000
6	8,400	10,265	25,600	2	10,000	10,000	18,100	.....	.....	.....	.....
3	10,500	6,500	21,800	4	30,600	17,655	41,300	.....	.....	.....	.....
3	9,500	5,600	11,800	.....	.....	.....	.....	.....	.....	.....	.....
3	11,500	1,800	11,000	2	10,000	2,315	10,400	.....	.....	.....	.....
3	392,000	305,784	514,623	.....	.....	.....	.....	2	308,000	236,000	320,000
4	33,500	19,940	48,493	.....	.....	.....	.....	1	28,000	41,800	120,000
.....	.....	.....	.....	18	1,626,431	1,039,900	1,663,844	3	51,500	31,680	92,600
.....	.....	.....	.....	5	445,000	243,000	640,000	3	220,000	98,100	294,000
5	94,000	228,090	275,400	6	43,000	278,750	331,386	10	121,000	172,080	289,900
13	1,610,000	1,261,931	1,855,590	11	369,500	448,032	596,165				
15	1,049,000	953,900	1,382,500	6	183,100	207,662	540,109	.....	.....	.....	.....
20	712,000	575,533	959,221	20	171,400	185,600	357,177	16	81,000	95,217	211,200
9	268,768	336,997	611,204	4	156,225	125,089	228,518	6	123,000	297,100	444,592
3	300,000	126,375	212,500	14	27,600	132,470	229,800	16	158,800	121,225	264,550
17	140,375	133,846	319,500	9	228,500	187,800	362,900	2	3,000	10,000	51,000
4	50,650	53,300	113,150	.....	.....	.....	.....	.....	.....	.....	.....
3	410,000	446,570	654,329	.....	.....	.....	.....	.....	.....	.....	.....
5	40,700	13,800	42,200	2	55,000	28,000	95,000	1	40,000	42,000	110,000
9	119,500	166,000	352,800	3	95,250	41,980	80,000	.....	.....	.....	.....
17	35,650	54,421	123,975	.....	.....	.....	.....	4	8,800	5,150	22,450
36	1,333,500	433,164	1,188,067	13	378,500	248,371	636,250	6	108,000	69,040	213,960
5	22,250	12,010	33,789	5	28,500	11,040	40,018	3	6,200	3,900	9,000
35	396,150	520,525	882,542	22	223,350	192,877	431,257	14	52,600	122,410	222,365
23	2,144,500	3,438,459	4,287,158	.....	.....	.....	.....	.....	.....	.....	.....
45	178,900	228,395	419,030	38	397,710	325,550	716,633	14	54,200	33,183	140,300
9	460,000	1,162,891	2,312,802	11	364,000	437,083	971,986	10	282,000	331,680	628,000
54	248,237	245,863	684,842	39	109,230	111,726	251,348	4	6,000	14,350	24,100
7	59,800	72,300	164,100	4	35,500	61,930	126,040	2	14,500	18,450	58,000
3	42,500	64,805	89,000	.....	.....	.....	.....	1	600	785	1,500
4	425,000	451,970	669,079	3	236,000	257,600	357,550	3	54,000	101,190	185,565
76	2,826,140	2,412,485	3,686,539	.....	.....	.....	.....	.....	.....	.....	.....
854	21,980,902	20,743,990	34,388,513	458	7,583,281	7,684,050	14,520,054	349	2,889,525	3,563,830	6,957,868

*The data refer to Jefferson County inclusive of Louisville.

The apparent diminution in value of manufactured products for 1886, when contrasted with the figures for the previous year, is not by any means actual. An attempt is here made for the first time to separate the manufacturing business from the jobbing and retail trades, and to present the real values created during the commercial year, estimating the effects of strikes, special trade depressions, and the like. The aggregates are close upon the true figures, as nearly as could be learned from a thorough individual canvass of the industries specified, and may well furnish data for a new departure in statistics as kept at Louisville.

The following tables will show from the records of the Board of Trade the commercial movements of leadings articles by rail and river for a period of seven years. To quote from the report of Superintendent James F. Buckner, jr.:

"The figures in the tables for the year 1886 show, so far as such tables can show, the actual business of the city. On August 1, 1885, the collection of data relative to through freight (that is, goods passing by or through Louisville, but in no wise entering into her trade and commerce) was discontinued, and this change in the plan of collecting and tabulating data will account for what seems to be a falling off in the operations of 1886 for certain lines when compared with some previous years. These tables, excluding through shipments for 1886, however, are ample proof that the volume of business for the year was considerably in advance of 1885."

Movements of leading articles at Louisville, Ky., by routes, for seven years.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Cotton (bales).							
Receipts:							
Louisville and Nashville	235,456	290,910	234,781	151,304	154,251	50,909	10,120
Louisville, Cincinnati and Lexington	.....	198	10	92	877	290	.....
Jeffersonville, Madison and Indianapolis	1	9	11	28	22	2	.....
Ohio and Mississippi	115	130	925	163	143	9	4
Louisville, New Albany and Chicago	.....	1	191	35	14	.....	2
Chesapeake, Ohio and Southwestern	.....	.....	19,787	59,155	143,416	69,410	303
Louisville, Evansville and Saint Louis	.....	.....	.....	9	4,189	3,243	.....
Chesapeake and Ohio	.....	.....	.....	1	21	3	.....
Cincinnati Southern	.....	.....	.....	18	121	91	4
Up river	.....	.....	.....	.....	.....	3	38
Down river	2,346	4,535	1,783	1,426	1,615	1,764	265
Total	237,918	295,783	257,488	212,231	304,669	134,724	10,736
Shipments:							
Louisville and Nashville	526	3,164	57	1,319	148	166	503
Louisville, Cincinnati and Lexington	44,980	82,614	79,414	56,593	88,991	24,473	2,987
Jeffersonville, Madison and Indianapolis	109,328	101,793	69,426	42,172	75,977	36,709	45
Ohio and Mississippi	52,140	33,648	49,661	48,048	85,714	12,711	17
Louisville, New Albany and Chicago	8,273	23,693	6,717	12,193	9,059	35,787	294
Chesapeake, Ohio and Southwestern	.....	.....	427	169	312	149	6
Louisville, Evansville and Saint Louis	.....	.....	.....	20	15	9	13
Chesapeake and Ohio	.....	.....	.....	9,709	2,239	15,822	123
Up river	.....	.....	.....	.....	.....	320	879
Down river	.....	.....	.....	.....	3,793	394	997
Total	215,247	244,912	205,702	170,223	266,248	126,540	5,864
Apples (barrels).							
Receipts:							
Louisville and Nashville	3,780	2,319	35,074	33,025	22,642	11,064	1,701
Louisville, Cincinnati and Lexington	13,745	16,456	9,548	7,097	22,854	14,360	9,287
Jeffersonville, Madison and Indianapolis	17,337	12,701	4,375	5,206	8,204	8,448	12,745
Ohio and Mississippi	13,453	11,405	3,680	6,732	6,784	4,919	3,395
Louisville, New Albany and Chicago	3,659	4,609	1,311	2,249	5,141	1,552	3,241
Chesapeake, Ohio and Southwestern	.....	.....	5,111	6,589	4,893	2,989	484
Louisville, Evansville and Saint Louis	.....	.....	.....	10,807	2,526	1,067	2,204

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Apples (barrels)—Continued.							
Receipts—Continued.							
Chesapeake and Ohio	.....	.....	.....	3	26	14	958
Cincinnati Southern	.....	.....	.....	.....	.....	10	.....
Up river	.....	.....	.....	.....	.....	23,974	27,096
Down river	44,314	47,295	98,508	93,734	53,218	41,744	54,257
Total	96,288	94,785	157,607	165,442	126,288	113,141	115,568
Shipments:							
Louisville and Nashville	65,624	62,398	60,796	63,984	54,775	47,588	59,631
Louisville, Cincinnati and Lexington	1,976	3,282	35,198	61,738	15,569	9,004	13,062
Jeffersonville, Madison and Indianapolis	1,025	1,435	12,559	9,662	6,413	6,969	7,032
Ohio and Mississippi	51	158	3,453	9,261	4,248	2,762	2,363
Louisville, New Albany and Chicago	17	106	310	3,303	189	2,293	1,466
Chesapeake, Ohio and Southwestern	.....	.....	3,789	12,877	5,222	11,044	14,797
Louisville, Evansville and Saint Louis	.....	.....	.....	284	48	874	410
Chesapeake and Ohio	.....	.....	.....	110	.....	671	801
Cincinnati Southern	.....	.....	.....	1,902	2,638	2,350	2,327
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	856	1,050
Up river	.....	.....	.....	.....	.....	864	500
Down river	846	1,064	30,597	16,812	3,145	864	347
Total	65,439	68,443	146,702	170,933	92,247	86,139	103,786
Coffee (pounds).							
Receipts:							
Louisville and Nashville	810,445	1,088,104	2,077,442	1,604,721	1,040,832	1,200,709	800,405
Louisville, Cincinnati and Lexington	1,902,737	1,993,220	2,734,987	4,413,293	2,715,936	3,556,685	1,227,972
Jeffersonville, Madison and Indianapolis	3,785,651	4,277,722	5,638,696	2,442,546	3,326,309	608,730	793,220
Ohio and Mississippi	4,516,818	3,512,529	2,788,384	2,909,245	4,184,764	2,324,467	1,782,720
Louisville, New Albany and Chicago	568,195	575,043	299,630	916,798	1,042,077	469,194	565,066
Chesapeake, Ohio and Southwestern	.....	.....	2,186	11,639	406,923	486,793	241,402
Louisville, Evansville and Saint Louis	.....	.....	29,210	42,419	204,110	14,635	50,220
Chesapeake and Ohio	.....	.....	.....	143,461	1,908,482	4,903,057	3,930,140
Up river	.....	.....	.....	.....	.....	17,536	35,970
Down river	240,959	651,557	143,056	230,286	163,225	23,856	740
Total	11,824,805	12,098,175	13,713,591	12,714,408	14,992,658	13,605,662	9,427,925
Shipments:							
Louisville and Nashville	9,429,948	7,144,484	9,326,546	9,976,584	7,781,523	4,202,004	3,000,570
Louisville, Cincinnati and Lexington	550,672	703,926	843,947	3,105,449	969,600	654,223	769,428
Jeffersonville, Madison and Indianapolis	389,412	381,736	403,589	390,964	230,694	177,542	96,354
Ohio and Mississippi	121,047	175,936	245,027	299,902	247,569	177,954	123,197
Louisville, New Albany and Chicago	136,917	271,098	378,988	343,899	351,027	266,828	156,328
Chesapeake, Ohio and Southwestern	.....	.....	951,362	3,158,070	1,875,415	2,567,573	642,257
Louisville, Evansville and Saint Louis	.....	.....	91,182	690,624	350,349	475,725	213,482
Chesapeake and Ohio	.....	.....	.....	150	675	3,170	23,736
Cincinnati Southern	.....	.....	.....	474	160	490	320
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	11,337	4,377
Up river	.....	.....	.....	.....	.....	26,747	77,293
Down river	412,979	600,625	1,410,748	509,722	663,225	537,762	546,227
Total	11,040,975	9,277,805	13,651,389	18,475,838	12,470,237	9,101,355	5,633,569
Sugar (barrels).							
Receipts:							
Louisville and Nashville	16,703	20,782	27,820	35,683	42,322	31,076	21,127
Louisville, Cincinnati and Lexington	4,859	18,413	20,253	19,110	7,227	13,603	9,274
Jeffersonville, Madison and Indianapolis	21,514	20,962	39,760	25,436	16,267	6,093	6,923

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Sugar (barrels)—Continued.							
Receipts—Continued.							
Ohio and Mississippi	19,132	21,824	10,182	16,369	14,220	16,015	5,827
Louisville, New Albany and Chicago	4,226	7,814	4,098	13,065	12,002	12,401	15,439
Chesapeake, Ohio and Southwestern	.....	.....	593	2,581	1,863	3,303	1,400
Louisville, Evansville and Saint Louis	.....	.....	.....	916	246	240	24
Chesapeake and Ohio	.....	.....	.....	222	2,932	18,649	27,479
Cincinnati Southern	.....	.....	.....	470	5,195	359	.....
Up river	.....	.....	.....	.....	.....	10	48
Down river	6,377	9,059	2,638	3,866	1,711	847	566
Total	72,811	98,854	105,344	117,718	103,985	102,596	88,557
Shipments:							
Louisville and Nashville	44,000	33,905	51.300	40,345	30,289	19,301	21,534
Louisville, Cincinnati and Lexington	7,495	12,917	18,402	28,779	17,482	8,996	9,632
Jeffersonville, Madison and Indianapolis	1,888	1,957	4,467	4,031	2,903	2,138	678
Ohio and Mississippi	1,911	2,191	6,823	4,838	2,048	1,302	557
Louisville, New Albany and Chicago	821	2,246	4,496	4,263	2,784	2,338	1,165
Chesapeake, Ohio and Southwestern	.....	.....	7,445	14,961	11,988	8,884	3,512
Louisville, Evansville and Saint Louis	.....	.....	.....	4,818	3,873	3,152	1,307
Chesapeake and Ohio	.....	.....	.....	201	20	129	163
Cincinnati Southern	.....	.....	.....	2	5	5	.....
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	553	15
Up river	.....	.....	.....	.....	.....	225	826
Down river	4,224	5,124	12,525	4,954	4,719	4,243	4,677
Total	60,339	58,340	105,458	107,192	76,111	51,266	44,096
Lard (pounds).							
Receipts:							
Louisville and Nashville	177,600	148,300	2,148,200	444,400	235,600	157,080	19,446
Louisville, Cincinnati and Lexington	1,455,500	1,003,500	382,500	759,900	491,600	738,445	44,202
Jeffersonville, Madison and Indianapolis	2,621,800	1,417,200	2,186,700	907,100	2,178,400	1,826,075	595,632
Ohio and Mississippi	830,300	1,251,200	1,926,000	1,136,800	1,169,300	423,429	632,769
Louisville, New Albany and Chicago	66,700	128,100	2,505,200	2,012,300	1,328,700	1,637,620	1,339,110
Chesapeake, Ohio and Southwestern	.....	.....	1,800	9,800	15,700	30,996	85,400
Louisville, Evansville and Saint Louis	.....	.....	71,300	749,600	1,986,800	1,539,730	263,381
Chesapeake and Ohio	.....	.....	.....	.....	5,700	.....	1,145
Up river	.....	.....	.....	.....	.....	121,620	92,975
Down river	222,800	214,100	410,000	346,200	81,700	102,925	1,600
Total	5,374,700	4,162,400	9,631,700	6,365,100	7,493,500	6,577,920	3,077,320
Shipments:							
Louisville and Nashville	7,968,200	4,471,600	8,754,100	9,757,400	6,784,700	5,854,163	2,228,562
Louisville, Cincinnati and Lexington	3,888,700	2,394,600	2,902,500	5,852,200	1,700,900	3,938,823	2,908,889
Jeffersonville, Madison and Indianapolis	61,600	199,200	1,999,200	1,227,000	225,100	234,555	477,946
Ohio and Mississippi	124,800	784,700	243,300	1,295,800	736,600	20,778	9,840
Louisville, New Albany and Chicago	40,300	42,600	327,900	860,500	266,700	58,485	30,392
Chesapeake, Ohio and Southwestern	.....	.....	598,300	2,883,600	2,388,400	1,288,822	242,524
Louisville, Evansville and Saint Louis	.....	.....	931,700	1,090,700	400,200	38,970	36,222
Chesapeake and Ohio	.....	.....	.....	.....	1,154,300	1,183,851	64.081
Cincinnati Southern	.....	.....	.....	102,200	175,600	96,736	29,903
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	562,728	65,166
Up river	.....	.....	.....	.....	.....	6,792	9,499
Down river	2,881,600	984,900	1,245,900	482,300	2,923,100	133,337	124,604
Total	14,965,200	8,877,600	17,002,900	23,551,700	14,125,600	13,418,040	6,227,628

Movements of leading articles at Louisville, Ky, by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Flour (barrels).							
Receipts:							
Louisville and Nashville	14,206	5,091	17,502	5,224	3,746	1,553	423
Louisville, Cincinnati and Lexington	38,951	59,373	19,006	29,565	23,481	29,520	4,626
Jeffersonville, Madison and Indianapolis	43,586	70,438	82,936	81,758	109,477	133,573	87,820
Ohio and Mississippi	20,486	40,557	44,989	73,669	73,547	79,488	35,933
Louisville, New Albany and Chicago	670	5,024	7,673	11,967	6,474	16,056	5,240
Chesapeake, Ohio and Southwestern	.....	.....	2,534	4,877	6,942	540	56
Louisville, Evansville and Saint Louis	.....	.....	4,432	26,760	82,552	36,716	19,003
Chesapeake and Ohio	.....	.....	.....	7	109	157	2
Cincinnati Southern	.....	.....	.....	46	11	.....	1
Up river	.....	.....	.....	.....	.....	933	1,641
Down river	7,095	5,989	7,232	8,681	4,970	2,291	2,076
Total	124,994	186,472	186,304	242,554	311,309	300,827	156,821
Shipments:							
Louisville and Nashville	98,785	128,069	121,610	114,758	139,372	149,163	58,395
Louisville, Cincinnati and Lexington	10,557	10,957	42,155	23,445	32,444	12,119	7,651
Jeffersonville, Madison and Indianapolis	3,878	4,642	1,856	5,403	1,048	593	669
Ohio and Mississippi	2,938	1,382	517	2,535	165	108	29
Louisville, New Albany and Chicago	10	225	278	702	77	202	90
Chesapeake, Ohio and Southwestern	.....	.....	1,567	9,348	17,761	14,612	3,488
Louisville, Evansville and Saint Louis	.....	.....	15	177	278	99	12
Chesapeake and Ohio	.....	.....	.....	2	911	9,258	801
Cincinnati Southern	.....	.....	.....	5,606	30,863	24,793	13,325
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	11,349	17,120
Up river	.....	.....	.....	.....	.....	186	433
Down river	15,337	4,629	15,839	7,025	1,626	699	404
Total	131,505	149,904	183,837	169,001	224,545	223,181	103,417
Tobacco, manufactured (pounds).							
Receipts:							
Louisville and Nashville	452,187	154,574	162,544	1,348,242	1,547,170	1,485,854	79,606
Louisville, Cincinnati and Lexington	443,800	548,491	670,180	694,172	364,264	360,469	126,617
Jeffersonville, Madison and Indianapolis	440,897	428,492	390,951	471,060	491,170	128,731	99,567
Ohio and Mississippi	743,076	475,162	308,068	496,231	455,262	312,251	186,371
Louisville, New Albany and Chicago	3,815	11,843	20,954	35,956	62,595	39,645	49,860
Chesapeake, Ohio and Southwestern	.....	.....	59,558	78,811	187,949	161,447	253,589
Louisville, Evansville and Saint Louis	.....	.....	1,100	25,561	54,171	91,728	32,791
Chesapeake and Ohio	.....	.....	.....	112,619	437,328	227,985	154,386
Cincinnati Southern	.....	.....	.....	1,260	450	850	100
Up river	.....	.....	.....	.....	.....	6,148	36,347
Down river	161,564	188,091	144,745	167,332	86,173	29,861	14,030
Total	2,245,339	1,806,653	1,758,100	3,431,244	3,686,532	2,844,969	1,033,264
Shipments:							
Louisville and Nashville	1,592,459	1,268,554	1,228,298	1,386,578	1,332,931	736,600	485,214
Louisville, Cincinnati and Lexington	2,011,769	4,138,667	3,295,234	4,913,790	3,583,416	5,122,586	6,284,940
Jeffersonville, Madison and Indianapolis	2,130,547	1,861,626	1,564,597	3,586,887	3,837,523	3,351,862	2,741,778
Ohio and Mississippi	568,135	983,143	2,080,936	2,578,604	2,319,011	2,489,966	1,067,962
Louisville, New Albany and Chicago	135,688	375,416	472,606	532,619	1,029,909	2,294,857	1,251,932
Chesapeake, Ohio and Southwestern	.....	.....	227,527	504,116	410,049	431,202	237,351
Louisville, Evansville and Saint Louis	.....	.....	73,535	760,192	375,221	616,264	339,410
Chesapeake and Ohio	.....	.....	.....	32,617	46,835	15,580	88,388
Cincinnati Southern	.....	.....	.....	7,390	2,158	1,915	5,870

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Tobacco, manufactured (pounds)—Cont'd.							
Shipments—Continued.							
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	54,546	54,597
Up river	.....	.....	.....	.....	.....	67,810	122,747
Down river	970,627	805,255	1,351,066	637,301	327,387	138,080	57,332
Total	7,409,225	9,432,661	10,293,799	14,940,094	13,264,440	15,321,268	12,729,421
Whisky (barrels).							
Receipts:							
Louisville and Nashville	20,768	26,712	54,211	63,671	103,758	50,776	16,182
Louisville, Cincinnati and Lexington	46,175	35,042	18,721	66,815	65,987	51,763	23,336
Jeffersonville, Madison and Indianapolis	2,533	1,887	5,445	2,403	5,252	470	1,497
Ohio and Mississippi	8,301	9,529	11,996	12,872	14,153	13,753	1,696
Louisville, New Albany and Chicago	17	158	1,276	1,200	325	173	503
Chesapeake, Ohio, and Southwestern	.....	.....	3,067	5,829	3,205	1,775	491
Louisville, Evansville, and Saint Louis	.....	.....	176	160	184	120	307
Chesapeake and Ohio	.....	.....	.....	695	1,134	868	1,879
Cincinnati Southern	.....	.....	.....	.....	16	12	31
Up river	.....	.....	.....	.....	.....	2,541	4,537
Down river	18,740	21,769	20,721	21,348	11,404	3,742	826
Total	96,534	95,097	115,614	174,993	205,418	125,993	51,285
Shipments:							
Louisville and Nashville	58,976	55,309	67,043	90,601	63,926	35,543	12,931
Louisville, Cincinnati and Lexington	31,349	34,801	43,906	70,994	80,509	49,014	23,287
Jeffersonville, Madison, and Indianapolis	16,185	19,595	24,006	31,562	36,953	31,951	11,819
Ohio and Mississippi	18,261	20,550	28,896	43,314	56,769	30,744	14,290
Louisville, New Albany and Chicago	2,758	12,402	24,564	33,018	29,608	23,683	17,218
Chesapeake, Ohio and Southwestern	.....	.....	4,193	13,800	13,430	14,368	6,729
Louisville, Evansville and Saint Louis	.....	.....	2,172	22,855	23,862	22,378	10,483
Chesapeake and Ohio	.....	.....	.....	2,081	51,711	7,927	1,379
Cincinnati Southern	.....	.....	.....	392	242	233	923
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	1,172	1,589
Up river	.....	.....	.....	.....	.....	394	531
Down river	4,201	5,570	16,205	12,055	6,367	1,503	764
Total	131,730	148,227	210,985	320,672	363,377	218,910	101,943
Leather (rolls).							
Receipts:							
Louisville and Nashville	4,492	5,105	6,201	4,147	1,406	1,112	284
Louisville, Cincinnati and Lexington	2,471	2,314	1,814	5,785	3,286	3,138	1,547
Jeffersonville, Madison and Indianapolis	2,979	2,603	3,809	2,852	2,601	827	679
Ohio and Mississippi	1,909	1,758	1,188	1,216	769	1,349	521
Louisville, New Albany and Chicago	255	959	624	719	851	714	676
Chesapeake, Ohio and Southwestern	.....	.....	400	246	176	491	215
Louisville, Evansville and Saint Louis	.....	.....	.....	70	227	246	88
Chesapeake and Ohio	.....	.....	.....	4	79	218	357
Cincinnati Southern	.....	.....	.....	52	76	31	13
Up river	.....	.....	.....	.....	.....	141	442
Down river	648	835	1,627	1,766	307	200	13
Total	12,754	13,574	15,663	16,857	9,778	8,467	4,835
Shipments:							
Louisville and Nashville	16,885	12,527	16,878	32,248	13,483	10,709	8,610
Louisville, Cincinnati and Lexington	5,654	4,919	6,801	14,148	6,701	5,296	4,830
Jeffersonville, Madison and Indianapolis	12,222	15,910	17,728	20,670	13,814	13,321	13,033

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Leather (rolls)—Continued.							
Shipments—Continued.							
Ohio and Mississippi	10,896	12,040	7,453	6,789	6,793	6,440	5,880
Louisville, New Albany and Chicago	255	971	2,492	2,201	1,698	2,925	4,598
Chesapeake, Ohio and Southwestern	.....	.....	2,010	7,075	5,148	2,436	1,077
Louisville, Evansville and Saint Louis	.....	.....	.....	3,671	3,187	1,810	1,695
Chesapeake and Ohio	.....	.....	.....	227	312	251	343
Cincinnati Southern	.....	.....	.....	2	47	104	114
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	422	592
Up river	.....	.....	.....	.....	.....	86	772
Down river	1,615	1,694	4,207	2,841	1,039	533	442
Total	47,527	48,061	57,569	89,872	52,222	44,353	41,986
Boots and shoes (cases).							
Receipts:							
Louisville and Nashville	1,646	1,585	2,887	5,141	2,427	1,556	829
Louisville, Cincinnati and Lexington	30,159	38,577	30,986	75,441	43,068	42,732	22,274
Jeffersonville, Madison and Indianapolis	60,975	45,644	36,915	60,387	40,466	6,224	2,329
Ohio and Mississippi	15,237	10,533	4,922	21,222	35,357	7,662	4,009
Louisville, New Albany and Chicago	60	297	279	1,105	712	2,482	4,065
Chesapeake, Ohio and Southwestern	.....	.....	303	573	921	380	114
Louisville, Evansville and Saint Louis	.....	.....	.....	183	420	159	117
Chesapeake and Ohio	.....	.....	.....	190	6,272	51,568	51,639
Cincinnati Southern	.....	.....	.....	.....	3	19	10
Up river	.....	.....	.....	.....	.....	1,167	1,361
Down river	9,606	10,883	12,834	21,690	5,985	630	86
Total	117,683	107,519	89,126	185,932	135,676	114,579	86,833
Shipments:							
Louisville and Nashville	80,050	51,699	93,010	157,871	76,140	34,957	31,691
Louisville, Cincinnati and Lexington	1,663	2,414	3,257	14,100	5,719	7,654	7,142
Jeffersonville, Madison and Indianapolis	2,025	2,627	5,408	5,504	2,903	1,214	1,349
Ohio and Mississippi	2,155	3,032	5,002	6,128	3,789	2,068	1,826
Louisville, New Albany and Chicago	1,078	2,693	3,892	5,025	3,849	2,837	3,105
Chesapeake, Ohio and Southwestern	.....	.....	9,942	21,701	22,028	20,840	9,267
Louisville, Evansville and Saint Louis	.....	.....	.....	5,006	5,795	4,299	3,124
Chesapeake and Ohio	.....	.....	.....	.....	113	374	902
Cincinnati Southern	.....	.....	.....	116	402	242	261
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	174	78
Up river	.....	.....	.....	.....	.....	368	558
Down river	4,716	5,240	14,763	7,942	5,337	3,488	3,883
Total	91,687	67,675	135,274	223,393	126,075	78,515	63,186
Potatoes (barrels).							
Receipts:							
Louisville and Nashville	45,047	28,485	48,586	217,294	113,804	55,039	9,016
Louisville, Cincinnati and Lexington	18,626	26,917	22,316	51,360	53,557	46,914	41,068
Jeffersonville, Madison and Indianapolis	16,115	22,463	16,573	16,338	21,955	67,627	25,354
Ohio and Mississippi	3,200	8,329	5,516	8,721	14,861	16,027	4,804
Louisville, New Albany and Chicago	4	3,853	11,530	4,003	15,005	12,851	5,318
Chesapeake, Ohio and Southwestern	.....	.....	2,578	6,652	4,854	5,508	3,549
Louisville, Evansville and Saint Louis	.....	.....	.....	2,307	7,504	4,057	3,598
Chesapeake and Ohio	.....	.....	.....	325	44	50	15
Cincinnati Southern	.....	.....	.....	1,280	178	841	43
Up river	.....	.....	.....	.....	.....	10,031	18,087
Down river	38,619	26,831	66,904	53,635	19,279	21,601	10,785
Total	121,611	116,878	174,003	361,915	251,041	240,546	121,637

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Potatoes (barrels)—Continued.							
Shipments:							
Louisville and Nashville	64,897	74,035	87,764	86,205	126,566	100,153	69,604
Louisville, Cincinnati and Lexington	47,451	35,336	53,090	180,987	142,204	82,394	79,297
Jeffersonville, Madison and Indianapolis	11,798	11,747	22,566	28,680	27,044	31,734	24,994
Ohio and Mississippi	813	750	2,112	15,104	8,161	2,005	2,512
Louisville, New Albany and Chicago	326	2,893	4,816	25,541	5,320	8,245	1,497
Chesapeake, Ohio and Southwestern	.....	.....	4,975	24,740	16,077	23,254	40,187
Louisville, Evansville and Saint Louis	.....	.....	.....	3,072	1,576	207	249
Chesapeake and Ohio	.....	.....	.....	.....	7	22	26
Cincinnati Southern	.....	.....	.....	370	4,240	3,706	1,807
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	1,934	1,012
Up river	.....	.....	.....	.....	.....	686	2,448
Down river	5,248	5,110	18,314	14,643	5,664	3,451	2,181
Total	130,533	129,871	193,637	379,342	336,859	257,793	225,814
Ale, beer (barrels).							
Receipts:							
Louisville and Nashville	316	280	823	199	489	85	88
Louisville, Cincinnati and Lexington	31,278	67,504	16,429	27,549	21,672	17,877	6,379
Jeffersonville, Madison and Indianapolis	30,928	15,931	8,856	8,105	4,876	1,897	930
Ohio and Mississippi	37,094	43,331	32,692	31,029	19,386	18,201	1,433
Louisville, New Albany and Chicago	19	13	46	1,261	48	605	104
Chesapeake, Ohio and Southwestern	.....	.....	3	278	161	104	209
Louisville, Evansville and Saint Louis	.....	.....	.....	317	5,611	13,626	1,117
Chesapeake and Ohio	.....	.....	.....	25	1	2	.....
Up river	.....	.....	.....	.....	.....	54	5,215
Down river	1,483	696	701	3,016	979	162	51
Total	101,118	127,755	59,550	71,779	53,223	52,613	15,526
Shipments:							
Louisville and Nashville	101,053	84,381	80,949	90,960	64,746	40,073	41,266
Louisville, Cincinnati and Lexington	303	513	3,039	3,028	2,912	411	967
Jeffersonville, Madison and Indianapolis	340	149	168	186	18	89	172
Ohio and Mississippi	434	323	499	857	66	151	42
Louisville, New Albany and Chicago	169	237	186	534	341	245	400
Chesapeake, Ohio and Southwestern	.....	.....	1,838	8,267	4,259	2,965	1,348
Louisville, Evansville and Saint Louis	.....	.....	.....	156	169	200	168
Chesapeake and Ohio	.....	.....	.....	.....	3	3,346	15
Cincinnati Southern	.....	.....	.....	.....	350	152	.....
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	1,377	31
Up river	.....	.....	.....	.....	.....	23	603
Down river	1,975	1,599	2,422	4,586	1,772	1,169	3,408
Total	104,274	87,202	89,101	108,574	74,636	50,201	48,420
Coal oil (barrels.)							
Receipts:							
Louisville and Nashville	33,602	13,286	35,447	49,483	40,237	18,570	6,560
Louisville, Cincinnati and Lexington	811	3,059	6,638	10,634	7,899	8,938	3,286
Jeffersonville, Madison and Indianapolis	51,423	77,686	78,507	97,489	106,130	105,617	70,433
Ohio and Mississippi	26,389	9,782	6,754	7,956	19,737	22,186	49,218
Louisville, New Albany and Chicago	16	228	898	1,955	1,161	636	69
Chesapeake, Ohio and Southwestern	.....	.....	1,234	14,919	14,825	11,846	790
Louisville, Evansville and Saint Louis	.....	.....	25	131	501	316	75

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Coal oil (barrels)—Continued.							
Receipts—Continued.							
Chesapeake and Ohio	.....	.....	.....	109	276	303	481
Cincinnati Southern	.....	.....	.....	.....	2,705	611	201
Up river	.....	.....	.....	.....	.....	2,076	2,796
Down river	2,064	2,410	8,111	4,720	3,397	1,349	107
Total	114,305	106,451	137,614	187,396	196,868	172,448	134,021
Shipments:							
Louisville and Nashville	05,926	99,076	125,506	110,870	113,428	102,672	87,304
Louisville, Cincinnati and Lexington	14,053	12,333	27,532	48,436	29,814	13,922	4,393
Shipments:							
Jeffersonville, Madison and Indianapolis	7,125	3,382	6,462	6,599	4,363	4,036	404
Ohio and Mississippi	325	240	3,402	8,204	6,205	4,885	135
Louisville, New Albany and Chicago	251	535	2,310	11,087	10,189	8,397	410
Chesapeake, Ohio and Southwestern	.....	.....	5,902	15,421	28,298	24,818	13,725
Louisville, Evansville and Saint Louis	.....	.....	440	4,719	2,241	673	792
Chesapeake and Ohio	.....	.....	.....	750	1,359	598	252
Cincinnati Southern	.....	.....	.....	2,130	6,733	4,724	3,427
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	10,550	13,469
Up river	.....	.....	.....	.....	.....	51	170
Down river	1,144	1,064	1,859	5,757	4,256	2,784	1,879
Total	128,824	116,630	173,413	213,973	206,886	178,110	126,360
Tobacco, leaf (hogsheads).							
Receipts:							
Louisville and Nashville	53,050	39,125	35,152	45,297	47,104	50,699	31,473
Louisville, Cincinnati and Lexington	5,409	8,473	8,399	13,691	16,469	34,101	29,828
Jeffersonville, Madison and Indianapolis	280	277	511	277	203	264	631
Ohio and Mississippi	444	1,244	1,731	682	748	664	1,122
Louisville, New Albany and Chicago	16	99	109	128	110	160	136
Chesapeake, Ohio and Southwestern	.....	.....	7,738	20,197	15,433	24,877	8,504
Louisville, Evansville and Saint Louis	.....	.....	232	2,385	1,828	2,559	2,543
Chesapeake and Ohio	.....	.....	.....	119	648	513	1,006
Cincinnati Southern	.....	.....	.....	6	.....	.....	.....
Up river	.....	.....	.....	.....	.....	3,882	11,347
Down river	17,999	16,727	18,714	17,448	17,021	13,729	9,899
Total	77,198	65,945	72,586	100,230	99,564	131,448	96,489
Shipments:							
Louisville and Nashville	739	1,374	1,711	1,047	1,863	979	936
Louisville, Cincinnati and Lexington	17,329	14,433	10,920	20,504	18,916	21,961	4,510
Jeffersonville, Madison and Indianapolis	21,621	24,589	21,788	24,576	24,052	30,178	20,644
Ohio and Mississippi	26,055	16,329	14,602	28,089	24,199	29,513	27,099
Louisville, New Albany and Chicago	4,511	5,256	7,260	6,256	2,427	14,378	8,418
Chesapeake, Ohio and Southwestern	.....	.....	169	563	814	1,579	1,102
Louisville, Evansville and Saint Louis	.....	.....	56	622	76	964	3,292
Chesapeake and Ohio	.....	.....	.....	2,378	8,818	17,957	11,736
Cincinnati Southern	.....	.....	.....	45	46	91	45
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	1,228	2,141
Up river	.....	.....	.....	.....	.....	96	312
Down river	10,035	6,349	8,038	11,950	3,971	667	676
Total	80,290	68,330	64,544	96,030	85,182	119,591	80,911
Bacon (pounds).							
Receipts:							
Louisville and Nashville	805,671	134,558	504,455	642,002	230,402	46,222	106,608
Louisville, Cincinnati and Lexington	2,879,974	2,683,359	759,519	1,086,712	1,455,976	1,957,964	97,044

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Bacon (pounds)—Contiuued.							
Receipts—Continued.							
Jeffersonville, Madison and Indianapolis	45,367,296	36,660,700	32,420,602	18,128,110	26,320,700	14,893,762	4,534,864
Ohio and Mississippi	16,396,386	13,564,700	10,405,458	11,661,729	11,669,695	6,185,206	2,590,227
Louisville, New Albany and Chicago	3,862,608	9,375,069	8,445,352	13,623,753	7,746,393	17,744,516	7,389,862
Chesapeake, Ohio and Southwestern	.....	.....	5,690	136,998	16,543	50,097	17,689
Louisville, Evansville and Saint Louis	.....	.....	.....	4,687,396	2,554,141	3,909,707	3,381,273
Chesapeake and Ohio	.....	.....	.....	.....	2,844	33,627	2,891
Cincinnati Southern	.....	.....	.....	.....	196	150	.....
Up river	.....	.....	.....	.....	.....	25,870	92,970
Down river	841,326	619,753	196,343	315,887	120,106	9,481	5,800
Total	70,153,271	63,038,139	52,737,419	50,282,587	50,116,996	44,856,602	18,219,288
Shipments:							
Louisville and Nashville	91,974,004	76,462,098	65,087,556	58,194,642	62,693,721	38,580,612	21,508,350
Louisville, Cincinnati and Lexington	329,535	2,238,272	1,653,857	2,670,148	1,684,922	950,592	1,106,126
Jeffersonville, Madison and Indianapolis	114,694	147,403	308,252	279,199	73,891	84,410	57,502
Ohio and Mississippi	15,529	288,532	538,427	180,911	49,325	90,543	32,090
Louisville, New Albany and Chicago	12,522	39,205	112,116	180,038	109,001	73,262	58,647
Chesapeake, Ohio and Southwestern	.....	.....	780,315	2,980,019	900,474	4,561,353	2,270,741
Louisville, Evansville and Saint Louis	.....	.....	.....	78,140	149,155	167,793	133,272
Chesapeake and Ohio	.....	.....	.....	80,539	648,798	918,033	577,649
Cincinnati Southern	.....	.....	.....	767,805	2,632,351	5,088,579	717,954
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	3,057,985	2,288,434
Up river	.....	.....	.....	.....	.....	32,402	67,346
Down river	376,238	1,028,863	1,287,754	643,255	493,102	608,650	647,088
Total	92,822,522	80,204,373	69,768,277	66,054,696	69,425,740	54,214,214	29,465,199
Barley (bushels).							
Receipts:							
Louisville and Nashville	2,481	1,140	40,057	7,923	5,798	1,493	4,017
Louisville, Cincinnati and Lexington	41,578	94,545	63,019	23,952	29,945	2,391	33,777
Jeffersonville, Madison and Indianapolis	118,674	132,079	82,400	64,660	60,717	63,318	141,940
Ohio and Mississippi	8,109	19,947	5,631	13,778	10,661	6,708	70,642
Louisville, New Albany and Chicago	14,923	59,501	53,490	112,879	218,472	346,217	193,110
Chesapeake, Ohio and Southwestern	.....	.....	72	1,811	9	.....	.....
Louisville, Evansville and Saint Louis	.....	.....	.....	2	441	5,908	2,297
Chesapeake and Ohio	.....	.....	.....	.....	5	.....	.....
Up river	.....	.....	.....	.....	.....	153	158
Down river	8,983	5,985	11,911	3,027	2,230	.....	37
Total	194,748	313,197	256,580	228,032	328,278	426,188	445,978
Shipments:							
Louisville and Nashville	32,573	1,928	643	1,452	3,700	938	795
Louisville, Cincinnati and Lexington	992	3,092	63,930	16,336	4,648	6,024	563
Jeffersonville, Madison and Indianapolis	825	2,681	13	1,669	728	2	.....
Ohio and Mississippi	1,501	870	8,614	30	.....	2	.....
Louisville, New Albany and Chicago	.....	.....	900	583	.....	.....	.....
Chesapeake, Ohio and Southwestern	.....	.....	3	52	190	211	872
Louisville, Evansville and Saint Louis	.....	.....	.....	112	6	1,300	.....
Chesapeake and Ohio	.....	.....	.....	.....	3	.....	34
Cincinnati Southern	.....	.....	.....	659	667	.....	13
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	3	209
Up river	.....	.....	.....	.....	.....	3	.....
Down river	773	1,236	5,905	1,947	836	195	657
Total	36,664	9,807	80,008	22,840	10,778	8,678	3,143

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Corn (bushels).							
Receipts:							
Louisville and Nashville	3,821	15,305	249,958	138,443	45,664	17,462	5,596
Louisville, Cincinnati and Lexington	7,867	71,022	163,073	122,036	86,685	90,156	12,073
Jeffersonville, Madison and Indianapolis	1,074,512	2,839,077	2,206,548	69,590	166,038	719,526	793,081
Ohio and Mississippi	1,134,631	1,853,564	1,030,990	84,800	951,451	1,326,410	1,473,161
Louisville, New Albany and Chicago	59,515	1,017 831	420,729	15,367	79,299	348,637	109,661
Chesapeake, Ohio and Southwestern	.....	.....	12,628	55,568	38,727	8,579	7,513
Louisville, Evansville and Saint Louis	.....	.....	.....	119,193	526,557	1,084,927	266,350
Chesapeake and Ohio	.....	.....	.....	.....	685	.....	.....
Up river	.....	.....	.....	.....	.....	10,659	44,666
Down river	109,218	60,624	60,056	474,322	391,093	94,202	130,857
Total	2,389,564	5,857,423	4,143,982	1,079,319	2,286,199	3,693,588	2,842,958
Shipments:							
Louisville and Nashville	1,466,222	2,588,587	2,251,516	83,093	487,386	700,181	718,112
Louisville, Cincinnati and Lexington	223,397	649,303	569,348	158,096	242,131	433,945	310,063
Jeffersonville, Madison and Indianapolis	329	17,627	57,910	30,763	6,184	149	120
Ohio and Mississippi	51	8,146	54,215	8,021	3,902	6,603	6
Louisville, New Albany and Chicago	6	1,723	2,538	11,134	1,045	2	.....
Chesapeake, Ohio and Southwestern	.....	.....	17,610	4,400	13,199	55,928	61,277
Louisville, Evansville and Saint Louis	.....	.....	.....	614	563	118	2,149
Chesapeake and Ohio	.....	.....	.....	432	29,743	462,961	10,488
Cincinnati Southern	.....	.....	.....	12,976	153,144	382,432	131,415
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	311,313	164,646
Up river	.....	.....	.....	.....	.....	20	3,958
Down river	12,518	4,697	43,959	4,467	19,316	1,762	779
Total	1,702,523	3,270,083	2,997,096	313,996	956,613	2,355,414	1,403,013
Hams (pounds).							
Receipts:							
Louisville and Nashville	386,413	11,548	367,888	236,154	278,413	311,500	256,936
Louisville, Cincinnati and Lexington	1,291,569	556,508	173,271	438,703	467,495	1,658,987	1,275
Jeffersonville, Madison and Indianapolis	5,531,044	2,033,452	1,149,396	2,121,886	429,208	575,842	269,505
Ohio and Mississippi	1,047,901	2,967,897	982,360	396,387	918,081	1,481,490	745,501
Louisville, New Albany and Chicago	309,947	946,543	2,313,771	705,073	1,374,330	1,705,536	834,732
Chesapeake, Ohio and Southwestern	.....	.....	1,591	1,022	5,056	18,915	45,440
Louisville, Evansville and Saint Louis	.....	.....	.....	2,387,018	1,936,718	2,693,991	2,026,260
Chesapeake and Ohio	.....	.....	.....	.....	510	1,990	3,597
Cincinnati Southern	.....	.....	.....	.....	70	.....	.....
Up river	.....	.....	.....	.....	.....	1,081	4,676
Down river	279,748	175,181	52,000	108,204	23,803	2,550	350
Total	8,846,622	6,691,129	5,040,277	6,394,447	5,433,684	8,451,882	4,188,272
Shipments:							
Louisville and Nashville	10,088,144	7,858,091	6,854,108	6,158,546	7,433,094	8,172,430	4,583,984
Louisville, Cincinnati and Lexington	442,797	635,889	536,832	608,736	990,565	423,263	502,969
Jeffersonville, Madison and Indianapolis	1,004,788	1,054,862	1,404,706	1,016,771	296,266	443,121	475,787
Ohio and Mississippi	235,202	66,312	97,149	37,221	7,128	226,828	156,529
Louisville, New Albany and Chicago	2,281	7,863	35,427	13,685	25,340	22,363	17,870
Chesapeake, Ohio and Southwestern	.....	.....	185,483	1,295,908	493,409	826,004	624,894
Louisville, Evansville and Saint Louis	.....	.....	.....	10,136	33,714	26,747	73,325
Chesapeake and Ohio	.....	.....	.....	786	195,258	256,619	219,383
Cincinnati Southern	.....	.....	.....	16,730	173,057	269,271	92,894
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	688,750	659,444

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Hams (pounds)—Continued.							
Shipments—Continued.							
Up river	.....	.....	.....	.....	.....	2,344	14,503
Down river	288,944	518,947	306,673	193,746	216,971	101,863	97,142
Total	12,062,156	10,141,964	9,420,378	9,352,265	9,864,802	11,459,603	7,518,634
Malt (bushels).							
Receipts:							
Louisville and Nashville	162	4,571	4,984	14,688	278	510	1,371
Louisville, Cincinnati and Lexington	23,800	100,516	35,910	30,339	44,850	29,681	22,811
Jeffersonville, Madison and Indianapolis	179,761	448,669	91,825	35,647	22,800	72,184	129,003
Ohio and Mississippi	46,968	112,710	131,884	61,057	21,312	22,350	30,004
Louisville, New Albany and Chicago	10,121	38,790	20,095	92,411	54,508	50,228	65,135
Chesapeake, Ohio and Southwestern	.....	.....	229	764	.....	.....	115
Louisville, Evansville and Saint Louis	.....	.....	.....	13,290	1,690	3,698	16,553
Down river	13,616	37,368	15,417	779	3,040	40	25
Total	274,428	742,624	300,344	248,975	148,478	178,691	265,017
Shipments:							
Louisville and Nashville	89,876	120,019	103,342	69,514	95,015	125,211	108,973
Louisville, Cincinnati and Lexington	12,274	86,293	77,355	27,115	11,050	32,403	25,599
Jeffersonville, Madison and Indianapolis	1,842	2,250	8,020	3,556	814	12	3,329
Ohio and Mississippi	56	867	5,235	1,901	632	128	243
Louisville, New Albany and Chicago	.....	750	.....	38	20	.....	986
Chesapeake, Ohio and Southwestern	.....	.....	3,406	3,413	5,832	29,803	21,859
Louisville, Evansville and Saint Louis	.....	.....	.....	959	1,289	4,333	3,386
Chesapeake and Ohio	.....	.....	.....	158	322	747	3,660
Cincinnati Southern	.....	.....	.....	1,043	1,902	3,198	552
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	2,510	10,878
Up river	.....	.....	.....	.....	.....	1,000	2,249
Down river	35,622	32,841	20,931	10,459	5,843	15,949	26,870
Total	139,670	243,020	218,289	118,156	122,719	215,294	208,584
Wheat (bushels).							
Receipts:							
Louisville and Nashville	202,534	63,748	1,141,479	229,919	390,303	11,841	261,717
Louisville, Cincinnati and Lexington	180,003	120,884	464,740	570,217	353,153	47,106	493,182
Jeffersonville, Madison and Indianapolis	105,035	71,111	49,229	70,132	33,484	322,695	73,402
Ohio and Mississippi	40,122	57,707	42,235	69,177	18,843	59,012	21,129
Louisville, New Albany and Chicago	8,109	49,540	24,252	11,761	17,784	80,205	13,273
Chesapeake, Ohio and Southwestern	.....	.....	259,781	233,298	190,702	31,667	72,535
Louisville, Evansville and Saint Louis	.....	.....	.....	75,639	82,657	182,633	129,864
Chesapeake and Ohio	.....	.....	.....	3	25	1	.....
Up river	.....	.....	.....	.....	.....	6,072	27,740
Down river	157,715	77,201	334,358	155,695	92,868	36,205	111,807
Total	693,518	440,191	2,316,074	1,415,841	1,179,819	777,437	1,234,649
Shipments:							
Louisville and Nashville	237,423	143,174	136,327	359,465	234,862	328,749	268,324
Louisville, Cincinnati and Lexington	43,693	40,523	737,653	390,611	525,309	31,241	117,437
Jeffersonville, Madison and Indianapolis	53,697	34,455	595,996	110,099	57,771	512	17,780
Ohio and Mississippi	33,724	6,232	384,840	153,461	106,888	965	.....
Louisville, New Albany and Chicago	10,129	31	25,657	15,063	1,501	31	2,834
Chesapeake, Ohio and Southwestern	.....	.....	111	1,722	160	20,146	2,225
Louisville, Evansville and Saint Louis	.....	.....	.....	2,033	35	49	1,529

Movements of leading articles at Louisville, Ky., by routes, for seven years—Continued.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Wheat (bushels)—Continued.							
Shipments—continued:							
Chesapeake and Ohio	.....	.....	.....	32,889	109,101	446	433,410
Cincinnati Southern	.....	.....	.....	2,565	35,701	55,102	17,090
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	29,776	85,337
Up river	.....	.....	.....	.....	.....	252	288
Down river	57,227	12,019	58,554	17,245	17,041	2,172	.....
Total	435,893	236,434	1,939,138	1,085,153	1,088,369	469,441	1,046,254
Oats (bushels).							
Receipts:							
Louisville and Nashville	1,238	1,779	50,917	44,945	13,160	34,718	10,106
Louisville, Cincinnati and Lexington	396	7,098	31,074	66,350	175,154	229,963	13,537
Jeffersonville, Madison and Indianapolis	448,391	567,851	512,663	218,126	488,372	411,153	386,110
Ohio and Mississippi	250,292	247,086	129,961	346,966	342,764	306,444	442,926
Louisville, New Albany and Chicago	11,609	151,375	164,364	106,747	246,025	315,397	200,823
Chesapeake, Ohio and Southwestern	.....	.....	8,561	6,236	2,540	7,304	9,664
Louisville, Evansville and Saint Louis	.....	.....	.....	107,336	124,382	159,695	167,429
Chesapeake and Ohio	.....	.....	.....	.....	22	.....	.....
Up river	.....	.....	.....	.....	.....	583	7,390
Down river	3,935	10,495	31,271	19,751	5,399	4,740	11,318
Total	715,861	985,684	928,811	916,457	1,397,818	1,469,997	1,249,403
Shipments:							
Louisville and Nashville	193,168	357,754	351,095	283,598	432,621	410,149	433,370
Louisville, Cincinnati and Lexington	13,477	60,230	105,923	121,657	77,054	75,439	33,698
Jeffersonville, Madison and Indianapolis	1,070	156	4,470	2,384	355	21	73
Ohio and Mississippi	261	6,860	4,167	5,430	468	18	73
Louisville, New Albany and Chicago	.....	205	2,243	1,069	101	3	.....
Chesapeake, Ohio and Southwestern	.....	.....	1,469	16,408	3,985	63,490	20,896
Louisville, Evansville and Saint Louis	.....	.....	.....	996	270	205	25
Chesapeake and Ohio	.....	.....	.....	.....	307	374	10,305
Cincinnati Southern	.....	.....	.....	22,185	203,254	232,729	121,888
East Tennessee, Virginia and Georgia	.....	.....	.....	.....	.....	71,355	63,962
Up river	.....	.....	.....	.....	.....	678	1,872
Down river	526	1,541	13,405	9,952	2,585	1,860	1,368
Total	208,502	426,779	482,772	563,679	721,000	856,321	687,530

LOUISVILLE.

RECAPITULATION FOR SEVEN YEARS.

Articles.	Receipts.		Shipments.	
	By rail.	By river.	By rail.	By river.
Cotton ....bales...	1,439,774	13,775	478,353	6,383
Apples ....barrels...	381,979	487,140	691,750	95,039
Coffee ....pounds...	86,870,219	1,507,005	74,885,840	4,785,328
Sugar ....barrels...	665,743	25,122	461,295	41,517
Lard ....pounds...	41,088,720	1,593,920	89,376,636	8,792,032
Flour ....barrels...	1,468,367	40,914	1,139,212	46,178
Tobacco, manufactured ....pounds...	15,971,810	834,291	78,913,303	4,477,596
Leather ....rolls...	75,949	6,179	368,341	13,449
Boots and shoes ....cases...	783,106	64,242	699,511	46,294
Potatoes ....barrels...	1,121,859	265,772	1,586,104	57,745
Ale, beer, etc ....do....	469,207	12,357	544,851	17,557
Coal-oil ....do....	1,202,073	27,030	1,125,232	18,964
Tobacco, leaf ....hogsheads...	416,684	126,776	552,785	41,994
Bacon ....pounds...	347,176,766	2,228,498	456,770,023	5,184,698
Barley ....bushels...	2,180,517	27,384	160,366	11,552
Corn ....do....	21,027,296	1,375,697	12,907,262	91,476
Hams ....pounds...	44,398,720	647,593	68,078,669	1,741,133
Malt ....bushels...	2,088,272	70,285	1,113,968	151,764
Wheat ....do....	7,057,868	999,661	6,051,547	250,235
Oats ....do....	7,569,249	94,882	3,912,796	33,787
Whisky ....barrels...	759,305	105,628	1,448,254	47,590

THE FUEL TRADE OF LOUISVILLE.

An important part of the city's commerce, in which the river has always had and will probably continue to hold the principal share of transportation, is the trade in coal and coke. Up to this time Pittsburgh coal and Connellsville coke have led in the trade, but the development of mines along the Kanawha River and in Eastern Kentucky is, year by year, creating a rivalry with the Pennsylvania product that is destined to become most formidable. Besides, the mines of southern Indiana, in the block-coal region, are sending each year a larger quantity of this fine grate and furnace fuel to Louisville. The Kanawha and Kentucky coals have coking qualities equal to the coal of the Connellsville mines, and the supplies drawn from the former sources for local consumption are now nearly equal to those derived from the more famous Pennsylvania mines. The following table will show the volume of the local trade in these fuels, not estimating the amounts passed by here for the down-river trade:

Receipts and shipments of coal and coke at Louisville, Ky., by river and rail, expressed in tons, for the years named below.

Years.	Kinds.	Receipts.			Shipments.		
		By rail.	By river.	Total river and rail.	By rail.	By river.	Total river and rail.
1880	Pittsburgh	.....	1,350,000	1,533,800	39,765	850,000	922,735
	Kanawha	.....	43,000		.....	12,000	
	Kentucky	107,600	.....		.....	.....	
	Coke	.....	33,200		1,770	19,200	
1881	Pittsburgh	.....	1,500,000	1,700,520	52,665	927,000	1,019,300
	Kanawha	.....	54,000		.....	18,750	
	Kentucky	114,000	.....		.....	.....	
	Coke	.....	32,520		885	20,000	
1882	Pittsburgh	.....	1,600,000	1,824,800	50,656	896,200	986,549
	Kanawha	.....	65,800		.....	14,918	
	Kentucky	116,600	.....		.....	.....	
	Coke	.....	42,400		975	23,800	
1883	Pittsburgh	.....	1,510,000	1,775,110	56,445	925,000	1,033,895
	Kanawha	.....	74,250		.....	27,000	
	Kentucky	134,540	.....		.....	.....	
	Coke	.....	56,320		450	25,000	
1884	Pittsburgh	.....	1,500,000	1,832,570	62,010	850,000	958,000
	Kanawha	.....	85,720		.....	23,000	
	Kentucky	149,800	.....		.....	.....	
	Indiana	37,500	.....		.....	.....	
	Coke	.....	59,550		2,240	19,750	

Receipts and shipments of coal and coke at Louisville, Ky., by river and rail, expressed in tons, for the years named below—Continued.

Years.	Kinds	Receipts.			Shipments.		
		By rail.	By river.	Total river and rail.	By rail.	By river.	Total river and rail.
1885	Pittsburgh	.....	1,550,000	1,874,884	48,466	1,000,000	1,094,049
	Kanawha	.....	86,348		.....	14,960	
	Kentucky	157,964	.....		.....	.....	
	Indiana	48,266	.....		.....	.....	
	Coke	.....	32,306		4,033	26,590	
1886	Pittsburgh	.....	1,725,000	2,128,629	47,070	1,125,000	1,223,315
	Kanawha	.....	89,100		.....	17,000	
	Kentucky	162,739	.....		.....	.....	
	Indiana	72,500	.....		.....	.....	
	Coke	.....	79,290		2,745	31,500	

REMARKS.—In general tables of shipments of freights by river and rail the entries are by rail only for years included by this table, as the board of trade reports do not cover transactions of barges and flat-boats. Thus the total shipments recorded by river will not be found corresponding to the figures given by the annual reports of that organization. The figures presented in this table are those of Col. E. W. MacDonald, coal inspector of the city of Louisville during the years named and are consequently perfectly reliable.

The statement of Louisville coal consumption shows that coal transported by river enters largely into local consumption, about two-thirds of the whole, partly owing to the good quality and superior heat-producing properties; but low-priced transportation has much to do with the fact that Louisville (because of its location at the Falls of the Ohio and affording a good harbor for coal craft at all seasons) is made the distributing point for Pittsburgh coal to Southern ports. A large portion of the annual product of the Monongahela Valley, exceeding 80,000,000 bushels, is transported to market by river, quite one-half of which (40,000,000 bushels) come to Louisville; two-thirds is forwarded to Southern ports, and one-third, or about 14,000,000 bushels, remaining for Louisville consumption. This coal is brought to Louisville, a distance of 600 miles, at a cost of 1½ to 2 cents per bushel transportation (40 to 53 cents per ton), which price includes the return of empty craft, and coal is transported from Louisville to New Orleans (1,400 miles) at a cost of 2 cents per bushel (53 cents per ton), which does not include return of empty craft. Steamers returning with empty craft reduce the cost of transportation more than one-half. Towing steamers in the upper trade have a towing capacity of from 4,000 to 10,000 tons, while towing steamers in the lower trade have a towing capacity of 15,000 to 25,000 tons; as much as 28,000 tons have been towed by a single steamer.

This product is distributed to the cities of the Mississippi Valley (Saint Louis and other cities of the upper Mississippi for gas and blacksmithing purposes), the several depots for steamers' consumption. Five million bushels is delivered to plantations from the mouth of Red River to New Orleans, including Bayous La Fourche and Atchafalaya, and exceeding 10,000,000 bushels to the city of New Orleans and the Lower Coast. Coaling eastward-bound steamers is a business of some importance at New Orleans, and steamers are coaled as cheaply as at the cities and coal depots on the Atlantic coast, and with coal transported by river 2,000 miles. The railroad coal brought to Louisville a distance of 115 to 200 miles is charged a rate of 2 to 3½ cents per bushel freight (53 to 93 cents per ton); as compared with railroad coal transportation elsewhere, such rates are low. Louisville is fortunate in having coal of good quality accessible by rail, and hence not subject to the casualties of the river, and that will forever prevent famine prices, and most fortunate in having a low-priced river transportation, insuring an abundant supply of coal of superior quality at low rates.

LOUISVILLE'S LEAF-TOBACCO TRADE.

The growing of tobacco is easily the foremost agricultural industry of Kentucky, and Louisville, as the chief market of distribution, has always been in the lead in receipts, sales, and shipments of this valuable staple. With growing facilities for transportation, she has grown in importance in this branch of trade, until to-day she stands recognized as the first tobacco mart of the world, in whose enormous warehouses the agents of foreign régies compete as purchasers with representatives of the largest American manufacturers. In the report of the Bureau of Statistics upon Internal Commerce of the

United States for 1886, pages 652, 653, this subject has had thorough handling, and it will only be necessary here to present the following exhibit of receipts, sales, shipments, and stocks on hand for a period of seven years at this market to prove the justice of Louisville's claim to lead all other distributive markets. Particulars of the transportation routes by which these vast annual stocks of leaf tobacco were received and shipped will be found in a preceding table.

Receipts, sales, stocks, and shipments of leaf-tobacco (in hogsheads) at Louisville for seven years.

Years.	Receipts.	Sales.	Stocks (on hand at end of year).	Shipments.
1880	77,198	65,001	7,639	80,290
1881	65,945	67,408	4,882	68,330
1882	72,586	61,441	4,912	64,544
1883	100,230	88,904	3,353	96,035
1884	99,564	80,581	5,778	85,182
1885	131,448	127,123	9,730	119,589
1886	96,489	125,556	15,515	80,911

The apparent differences between sales and shipments are due to transfer of stocks to other markets, and the figures given under each head are official records of the Louisville Tobacco Board of Trade, and may be relied on as being correct.

THE LOUISVILLE AND PORTLAND CANAL.

One of the largest works, and certainly the most valuable in its results to river commerce, ever undertaken by the United States Government is the Louisville and Portland Canal, by means of which the perils and difficulties of navigation past the falls of the Ohio have been reduced to a minimum. A detailed history of this enterprise will appear in another part of this report. It is reasonable to claim that but for this great public improvement the trade of the Ohio River never would have attained one-tenth of its recorded volume, and that the cities of Cincinnati, Louisville, and Evansville would have been stunted in growth for years, until the advent of railroads. The Government is now, with a most commendable liberality, enlarging the upper portion of this canal into a basin sufficiently ample to accommodate the periodical fleets of coal barges towed here from Pittsburgh, and secure enough to protect them from the destructive ice-floes of the winter season, which have been a costly trouble on the falls since the towing system came in vogue.

NEW ALBANY, IND.

New Albany is the county seat of Floyd County, Ind., and is located 2 miles below the falls of the Ohio, opposite the western portion of the city of Louisville, and at present numbers a population of about 25,000. It was laid out in 1813, and in the following year a large number of families from New York and New Jersey established the first permanent settlement. The new town enjoyed a prosperous growth, and, being distinguished for its healthful location, attracted more settlers than either Louisville or Jeffersonville. In 1839 it was incorporated as a city, having a population of 4,200 and taxables aggregating $1,760,000 in value. In 1850 the population had grown to 8,181; in 1860 it was 12,000; in 1870 it numbered 15,396, and in 1880, the decade of its slowest growth, the city had 16,423.

New Albany boasts of 161 retail stores, 5 banks with a capital of $1,300,000 and total resources of $2,984,397, and 129 industrial establishments with an invested capital of nearly nine and a half million dollars, employing 5,370 hands. and paying out annually in wages $1,800,000, and turning out an annual product valued at $12,000,000.

The principal manufactories are the DePauw American Plate-Glass Works, covering 16 acres, and turning out the finest quality of polished plate-glass, window, skylight and flooring glass, and fruit jars; the New Albany Woolen Mills; the New Albany Cotton Mills; the New Albany Hosiery Mills, a cotton-batting factory; the Ohio Falls Iron Works (merchant and bridge iron); New Albany Rail Mills (railroad rails, fish-bars, and cable-road outfits); a steam forge works; 3 extensive bent-wood and spoke works; 4 large flouring mills; the largest stove foundery in Indiana; 2 extensive furniture factories; 7 tanneries; 4 breweries; a large boot and shoe factory; glue and fertilizer factory;

4 founderies and machine-shops; 10 cigar factories and 3 carriage and wagon factories, and a number of others. These establishments afford the following statistics for the past year:

Industries.	Number.	Hands employed.	Capital.	Value of products.
Bent-wood and spokes	3	400	$425,000	$650,000
Boots and shoes	1	45	75,000	125,000
Boilers and sheet iron	1	40	50,000	175,000
Breweries	4	60	120,000	200,000
Cotton mills	1	225	250,000	500,000
Cotton-batting mills	1	25	20,000	125,000
Cigar factories	10	325	75,000	250,000
Carriages and wagons	3	45	165,000	225,000
Drugs	1	20	80,000	125,000
Flour mills	4	55	259,500	400,000
Foundries, etc	4	320	500,000	750,000
Furniture	2	125	150,000	400,000
Forging, steam	1	100	125,000	250,000
Glass	1	1,300	2,000,000	1,000,000
Glue and fertilizers	1	25	40,000	75,000
Hosiery	1	150	75,000	150,000
Ice	3	45	70,000	117,500
Lumber	4	60	140,000	250,000
Rolling-mills	2	525	500,000	1,750,000
Saw-mills	1	55	50,000	70,000
Stove works	1	225	350,000	750,000
Stone, oil, works	2	20	40,000	75,000
Tanneries	7	225	200,000	350,000
Woolen mills	1	350	600,000	1,000,000
Total	60	4,665	6,359,500	9,762,500

The minor industries not listed above will bring the figures up to the amount previously mentioned.

Like Jeffersonville, this city has no local river lines, and much the larger part of her commerce is carried by rail, the city having outlets in all directions for such transportation of both raw materials and surplus products, and her trade extends to every point of the compass. All the down-river lines touch at New Albany and receive and discharge a considerable aggregate freight, but there are no means for ascertaining either particular amounts or values.

New Albany's rail facilities are afforded by the Louisville, New Albany and Chicago, the Louisville, Evansville and Saint Louis, and the Jeffersonville, New Albany and Louisville local line, making connections with all roads centering in that city. The completion of the Kentucky and Indiana bridge, between Portland and New Albany, noticed elsewhere as the "Sand Island" bridge, makes transfers of freight an easy and expeditious matter, and in a few months the roads just named, and also the Ohio and Mississippi road, will be using this bridge for their freight and passenger business.

There is a ferry between Portland, on the Kentucky side, and New Albany, but since the completion of the bridge its business is very much reduced, and the two small boats which compose the line average about eight passengers and a single ton of freight each per round trip, and the two boats will average one hundred and twenty trips weekly.

CANNELTON, IND.

Next after New Albany, 115 miles down the river from that city, the town of Cannelton, Ind., deserves attention as a prominent manufacturing and trading point. This place has a population of 8,000, and receives from and gives to the river a large amount of freights. An extensive cotton mill, operated by Louisville capital, draws its raw material from down-river points and ships its products principally to Louisville. Its output will average $500,000 worth of finished goods annually. In the immediate vicinity are immense deposits of fine cannel coal, from which the town takes its name. These are extensively mined, and find ready markets all along the river. The annual value of this product shipped from Cannelton is about $500,000.

There is a local line of steamers running in the Evansville and Cannelton trade, consisting of three boats, each making tri-weekly trips and averaging twenty-two passengers and 13½ tons of freights per round trip; particulars are given in the general table of Ohio River commerce. Also a small transfer boat, the *Rosa Bell*, making four daily round trips to Hawesville, Ky., across the river, which averages ten passengers and 2 tons of general freights per round trip.

Besides these boats, all the regular packet lines receive and discharge large quantities of freights here, but no statistical records are kept of the same. Within a year the place

will have a branch railroad giving direct connection northward to the Louisville, Evansville and Saint Louis Railroad at Huntingburgh, Ind., and this is expected to make serious inroads on the now lucrative business controlled by river.

TELL CITY, IND.

This is the first river town of importance below Cannelton, and has a population of about 6,000. The place was founded in 1858 by a Swiss colony, and early took rank as a manufacturing community, the leading industry being cheaper grades of furniture. There are twelve large factories of this class here, turning out nearly $1,500,000 annually; a considerable woolen mill; two large plow factories; a wagon factory; three chair factories; two tanneries; four planing-mills, manufacturing sash, doors, and blinds; a broom and brush factory; several brick and lime kilns; three extensive cooperage works; a bent-wood and handle factory; a lath and shingle mill, and two flouring-mills. The combined annual product of these, besides the furniture output, averages $3,500,000. All the imports and exports are by river, as the place is yet without a railroad. The principal purchasing points are Louisville and Evansville, and the leading markets for surplus products are found in every city of consequence in the South and West. Tell City furniture is sold from Louisville to New Orleans on the lower rivers, and a large trade is enjoyed in the Green, Tennessee, and Wabash Rivers territory. There are no local steam-boat lines here, all the commerce of the place being handled by up and down river lines. A considerable flat-boat business is carried on in brick, lime, shingles, and produce between Tell City and neighboring towns along the river as far down as Owensborough, and up to Brandenburg, below the mouth of Salt River, but no statistics are kept here of either this or the regular packet trade.

ROCKPORT, IND.

Twenty miles below Tell City, the town of Rockport, Ind., a place of 7,000 inhabitants, possesses importance as a tobacco market. Here also are large flouring and saw mills, and most of the flat-boats used in the trade between Louisville and Evansville are built here. Aside from these interests, Rockport has a lucrative trade in the general produce of the rich agricultural country extending for 20 miles back from the river. However, the importance of the town as one of the factors of river commerce has been lost to a considerable degree since the advent of a branch of the Louisville, Evansville and Saint Louis Railroad five years ago, and now much of this trade is diverted from the river to interior markets.

The leading industries are as follows:

Industries.	No.	Hands employed.	Capital.	Value of products.
Tobacco, leaf	3	75	$300,000	$750,000
Flouring-mills	3	40	400,000	650,000
Saw-mills	2	55	250,000	400,000
Flat-boat building	6	45	75,000	125,000

The tobacco handled here is grown in Southern Indiana and Kentucky, about equally divided between each source. It is rehandled here and shipped to Louisville and Saint Louis, the larger proportion going to the latter city. Cereals are received almost wholly from the country, and mill products are shipped South, principally by river. The logs for saw-milling come from the heavy forests with which the border on the Indiana side of the river is covered, and are mostly rafted down to this point. The domestic supplies for the place are purchased principally in Evansville and Saint Louis, and one-third are received by river and the remainder by rail. There are no statistics of tonnage or classification of such freights.

OWENSBOROUGH, KY.

This city, the seat of justice for Daviess County, Kentucky, is one of the most flourishing and important cities in western Kentucky, and is the center of the distilling trade in this part of the State. The capital employed in handling leaf-tobacco here is likewise very large, and between 15,000,000 and 20,000,000 pounds of this valuable staple finds its first market at Owensborough. The fact that the city has facilities for reaching other markets in all directions, both by river and rail, has contributed largely to build up her home and foreign trade upon a most substantial basis. While the two

industries mentioned are chief, Owensborough has others, which aggregate large annual products and add much to the unusual wealth of a community numbering only about 15,000 people.

The following will furnish a close approximation of the commerce of Owensborough during the past year:

Industries.	Establishments.	Capital.	Merchandise received from other markets.			Surplus products shipped to other markets.		
			By rail.	By river.		By rail.	By river.	
			South.	North-east.	South-west.	South.	North-east.	South-west.
Agricultural implements	4	$47,000	$20,000	$20,000	$12,500	$12,500	$6,500	$4,000
Brewery	1	10,000	5,000	6,000	1,500	4,000	3,500	1,200
Brick and tile	5	20,000	.....	4,500	.....	2,500	.....	.....
Boots and shoes	13	65,000	15,000	65,000	.....	.....	.....	.....
Carriages and wagons	5	75,000	.....	27,500	18,000	.....	6,500	3,500
Confectionery	5	12,000	.....	4,000	16,000	.....	2,500	1,000
Clothing	12	60,000	.....	120,000	10,000	.....	5,000	2,500
Cooperage	3	45,000	5,000	5,000	7,500	5,000	2,500	1,500
Drugs	8	50,000	2,500	25,000	20,000	.....	4,000	1,800
Dry goods	15	175,000	10,000	125,000	18,000	.....	.....	.....
Distilleries	8	450,000	15,000	10,000	15,000	42,500	145,000	95,000
Flouring mills	4	125,000	6,500	12,000	4,000	5,000	7,500	18,000
Founderies, etc	2	20,000	2,000	5,000	10,000	.....	.....	.....
Furniture	4	35,000	15,000	12,500	35,000	.....	4,000	1,500
Glassware, etc	2	10,000	.....	10,000	22,000	.....	.....	.....
Groceries	35	200,000	12,500	40,000	40,000	.....	.....	.....
Hardware	9	30,000	.....	55,000	45,000	.....	4,000	2,500
Hemp and grain	3	75,000	20,000	12,000	5,000	.....	28,500	6,000
Hubs and spokes	4	35,000	4,500	.....	.....	.....	32,000	25,000
Liquors, wholesale	5	30,000	3,000	15,000	12,000	5,500	4,000	2,500
Lumber, sawed, etc	4	95,000	12,000	.....	.....	.....	19,000	25,000
Marble and stone	3	125,000	18,000	20,000	15,000	12,000	.....	.....
Printing and publishing	6	40,000	5,000	2,700	8,000	2,500	.....	.....
Saddlery, etc	5	25,000	3,700	20,000	12,000	1,800	5,000	1,500
Tin, copper, and sheet-iron	2	25,000	12,000	25,000	.....	2,500	6,500	1,000
Tobacco:								
Manufactured	12	35,000	4,500	20,000	29,000	8,000	3,500	4,000
Leaf	25	750,000	22,000	65,000	23,000	.....	600,000	125,000

The Owensborough and Nashville Railroad, having its northern terminus here, is operated by the Louisville and Nashville Company, and the only competition it meets, save from the river lines, is at Rockport, Ind., 9 miles above, where the Louisville, Evansville and Saint Louis Railroad reaches the river. The competition by rail is, virtually, only to Louisville, since the Saint Louis division of the latter road is merely leased to it by the Louisville and Nashville Company, and the last named is able under its traffic arrangements to force all rail freights around to Evansville over its own lines, or carries freights on its steamers from Owensborough to Evansville at such low rates as to disable active competition. As will be seen from the above statistics, the commerce of Owensborough is worth contending for, and here is one of the principal producing towns in the Ohio Valley that is secured favorable rates of transportation by the influence of the river. The regular packet lines compete here for this trade, and, as will be observed, manage to get the bulk of it despite the railroads.

The local river lines consist of two boats in railroad-transfer service, plying between Owensborough and Rockport, one making three trips daily and averaging 25 passengers and 52 tons of freight per round trip, and the other making daily round trips and averaging 10 passengers and 2 tons of freight to the round trip. A boat also makes daily trips to Cannelton and return, averaging 25 passengers and 65 tons of freight each trip, and another vessel runs daily between Owensborough and Evansville, averaging 35 passengers and 20 tons of freight. Besides these the regular Louisville and Evansville packet lines and all the larger boats in the Memphis trade make this a profitable landing point.

The city wharf-boat handles an average of 100 tons daily; the freight discharged here consisting chiefly of flour, feed stuffs, furniture, tobacco, and general merchandise, and the shipments being whisky, tobacco, hides, tallow, and general merchandise. Most of the shipments go up the river, and leaf-tobacco is nearly all sent to Louisville and Cincinnati. Manufactured tobacco goes down to Evansville chiefly, and is there reshipped by rail to points West.

There is a large amount of corn received from the adjacent country loaded on flat-boats and barges and towed in for consumption by the eight large distilleries here, and a con-

siderable traffic in lime is carried on in the same way with points below. No data are accessible as to amounts or value of this trade, which is not included in the foregoing table, but it is certainly quite as large in tonnage and value as that carried by the regular steamers, if not larger.

The interstate-commerce law has created no difference in river rates for passengers and has had no appreciable effect upon the general volume of business. It has, however, enabled a somewhat better freight rate to be charged since the competing railroads have not been able to cut local tariffs as they could do before the law went into effect.

EVANSVILLE, IND.

According to its population and capital, this city transacts a more diversified business upon Western river highways than any other along the whole course of the Ohio. It occupies a commanding position over the Green and Barren, the Cumberland, Tennessee, and Wabash Rivers, and holds the reins of their commerce. Evansville is the second city in Indiana, and claims to have at present 40,000 inhabitants. The commerce of the city is still and for years must continue to be chiefly conducted over the rivers named, although there are excellent railway facilities here, extending to leading markets in nearly every direction. These railways are: The Evansville, Terre Haute and Chicago; the Louisville, Evansville and Saint Louis; the Peoria, Decatur and Evansville, and the Saint Louis division of the Louisville and Nashville, commonly known as the Saint Louis and Southeastern. The city has connection likewise with the Henderson and Nashville line of the Louisville and Nashville system via the fine bridge across the Ohio River at Henderson, described elsewhere in this report. Thus it will be seen the city is able to reach both Saint Louis, Chicago, Louisville, Cincinnati, and Eastern cities, on the north, and the leading cities of the South by direct rail routes.

When it is asserted, therefore, that Evansville has a proportionately larger river trade than any other point along the course of the Ohio, the statement derives its reason from the fact that the city transacts in this way business with an immense area of country contiguous and adjacent to the navigable streams mentioned, whose only outlet is afforded by water, and the annual aggregate of trade between Evansville and these vast regions, where the whistle of locomotives is never heard, reaches into a sum far greater comparatively than is netted by rail carriage. Furthermore, the city, being an important industrial center for the production of articles in demand in the lower river country, the cheapness of water transportation to such markets likewise adds to the volume of Evansville's water commerce materially large sums annually, which railroad competition has not as yet succeeded in winning away.

In 1869–'70 the value of this river trade was placed by Capt. G. W. Rowley, United States consulting pilot of thirty-seven years' experience along the Ohio River, at twelve and a half millions annually. It is quite certain that it has not grown less since then, although it is a work of extreme difficulty to secure definite details now. An approximation of these values may be drawn from the following table of current commercial operations at Evansville by river, remembering that on account of its latitude the season of navigation on all the rivers listed averages at least ten months each year, and that the estimates of tonnage assigned to individual boats is placed very low in order to be certain the aggregate will not be overdrawn:

River trade of Evansville.

OHIO RIVER.

Names of boat.	From—	To—	No. of trips.	No. passengers, trip.	No. tons freights, trip.
City of Owensboro	Evansville	Louisville	Tri-weekly	50	80
James Guthrie	do	do	do	50	95
Rainbow	do	do	do	50	80
Frank Stein	do	Cannelton	Daily	20	15
Jennie Walker	do	do	Tri-weekly	12	8
Lee Howell	do	do	do	12	4
Edna Adams	do	Owensboro	Daily	35	20
Jennie Campbell	do	Henderson	Tri-daily	27	5
Rob't B. Carson	do	do	Daily	20	5
Gertie Pool	do	Shawneetown	Tri-weekly	10	45
Idlewild	do	Paducah	do	100	225
John S. Hopkins	do	do	do	150	275
Mary Ruble	do	Cairo	Weekly	15	25
Ferries.					
Geo. K. Cosby	Evansville	Uniontown	Semi-daily	20	5
Totals (Ohio River boats, 14).				471	887

River trade of Evansville—Continued.

GREEN RIVER.

Bowling Green	Evansville	Bowling Green	Weekly	25	150
Evansville	do	do	do	25	150
Ida	do	do	do	25	40
Totals (Green River boats, 3).				75	340

TENNESSEE RIVER.

Clyde	Evansville	Tennessee River points.	Weekly	45	450
Silver Cloud	do	do	do	30	400
W. A. Johnson	do	do	Semi-monthly	40	425
Totals (Tennessee River boats, 3).				115	1,275

CUMBERLAND RIVER.

J. P. Drouillard *	Evansville	Nashville	Weekly	45	175
Totals (Cumberland River boats, 1).				45	175

* Registered at Nashville, Tenn.

From these figures, allowing for interruptions caused by accidents, low water, fogs, storms, etc., it is plain that the commerce carried on by means of the regular packet lines of Evansville alone will aggregate nearly 170,000 tons annually, which at an average valuation of $62.50 will make the total value of this class of trade $10,625,000. To this remains to be added the Wabash River trade to and from Evansville, and the valuable business of the Pittsburgh and New Orleans, and Cincinnati and New Orleans, and Cincinnati and Memphis lines, and the business of the Pittsburgh coal fleet. So that it is probably fair to claim, as many of Evansville's business men do, that the average of the annual volume of river business transacted at this port will reach fully $15,000,000 in value.

In the above tables the trade of Evansville in and out of the Wabash River is not given, from the reason that no statistics of tonnage or classification could be gathered. This trade is both large and profitable, however, and the exports from that stream consist of grain, tobacco, whisky, flour, and general produce. The trade is divided between Evansville, Mount Vernon, Shawneetown, Uniontown, and smaller Ohio landings, but the main part is marketed in Evansville. The general port list of steam-boats will show the number of vessels engaged in this trade, all of which are registered at Evansville.

LOCAL AND JOBBING TRADE.

The combined local and jobbing trade of Evansville has been computed at nearly $25,000,000 annually. In this sum the value of manufactured products is included, and will appear more in detail in the following table, which is an approximation of the results of mechanical industries for the past commercial year:

Industries of Evansville, Ind., for commercial year 1886–'87.

Industries.	Establishments.	No. hands employed.	Capital.	Value of materials.	Where procured.	Value of products.	Surplus—where distributed.
Agricultural implements	4	250	$325,000	$215,000	Wood from local mills and southern Indiana; iron and steel from Pittsburgh and local founderies.	$635,000	Mostly in Southern States, southern Indiana, and Illinois.
Breweries	2	50	150,000	70,000	From western Kentucky and southern Indiana	225,000	South and West, principally by river.
Brick and tile	8	195	95,000			140,000	Illinois, and Wabash valley in southern Indiana.
Boots and shoes	2	100	120,000	50,000	Uppers and sole leather from Louisville, chiefly	90,000	South and West, in river regions and mines.
Car works	1	65	175,000	95,000	Wood and timbers from local mills; wheels from eastern cities.		
Carriages and wagons	6	350	750,000	225,000	Iron and steel from Pittsburgh; wheels from Indianapolis, etc.; trimmings from Buffalo, N. Y.	537,500	West and South, principally by river.
Canned goods	1	40	20,000	45,000	Southern Indiana products	59,500	South and in Illinois and Indiana.
Cooperage	5	425	325,000	200,000	From southern Indiana, chiefly	415,000	Kentucky and Illinois, to distilleries and flouring mills.
Cotton mills	1	600	1,500,000	425,000	From the Southern States, principally Mississippi; received by river mostly.	650,000	Leading markets of West and North.
Coal and coke	4	85	450,000	500,000	Pittsburgh, Cannelton, and southern Indiana mines		Local consumption only.
Clothing	4	60	200,000	85,000	Cincinnati and Louisville and New Albany; by rail and river.	145,000	South and North, in Indiana and Illinois.
Confectionery	2	45	40,000	20,000	From Louisville and Chicago; raw sugar from lower river.	30,500	Chiefly South, by river.
Coffins, etc	1	200	325,000	150,000	Lumber from local mills; trimmings from Chicago and eastern cities.	475,000	All through the West and South, principally by rail.
Drugs	3	35	250,000	70,000	At all principal cities in East; roots and herbs from South.	250,000	South and West, chiefly by rail.
Founderies, etc	7	1,400	2,150,000	975,000	Pig-iron from Cumberland and Tennessee Rivers and Pittsburgh; steel from Pittsburgh; copper from Chicago.	2,000,000	Large local trade; machinery chiefly in Indiana, Illinois, and Kentucky; plows, etc., to South.
Flouring-mills	4	55	650,000	350,000	Out of Southern rivers and western Kentucky, southern Indiana, and eastern Illinois.	615,000	Chiefly to Southern States, by river.
Furniture	3	750	1,250,000	475,000	Woods from local mills; veneers from Cincinnati and New York; castings from local founderies.	1,350,000	South and West, all leading markets.
Groceries	12	79	500,000	845,000	From Eastern markets; raw sugars from Louisiana, by river.	1,000,000	Southern States and lower Indiana and Illinois.
Hardware	4	250	270,000	325,000	Iron and steel from Pittsburgh; some wrought-iron from Alabama and Tennessee.	845,000	West and South, by river chiefly.
Hominy and grits	1	30	45,000	65,000	Southern Indiana and central Illinois	90,000	Southern States.
Hubs and spokes	2	95	120,000	75,000	Out of Cumberland, Green, and Tennessee Rivers; some from southern Indiana.	115,000	Eastern and Northern cities; large local demand.
Leather, tanned	3	75	75,000	47,500	From Indiana, Illinois, and western Kentucky	65,500	Aside from local demand, chiefly in South.

Liquors, wholesale	4	18	200,000	150,000	Kentucky, Indiana, Tennessee, Missouri, and Eastern cities.	240,000	South, West, and North.
Lumber, manufactured*	12	925	2,700,000	2,500,000	Out of Wabash, Cumberland, Green, and Tennessee Rivers, by rafts.	3,150,000	East and North; rail.
Marble and stone	8	96	120,000	70,000	Kentucky, Tennessee, Alabama, southern Indiana, and Vermont.	250,000	Chiefly local trade; very little Southern trade.
Saddlery, etc	6	225	175,000	95,000	Louisville, Chicago, and eastern cities, and local tanneries.	145,000	Southern States chiefly.
Stoves and ranges	3	450	700,000	325,000	Pig-iron from Tennessee, Alabama, Louisville, and Pittsburgh, by river.	725,000	North and West, in larger towns, by rail.
Tin, copper, and sheet-iron	15	390	450,000	110,000	Pittsburgh, Louisville, Saint Louis, and Eastern cities.	200,000	Every direction to within a hundred miles of city.
Tobacco:							
Manufactured	15	425	135,000	75,000	Connecticut, Wisconsin, Virginia, Cincinnati, and Louisville.	150,000	South, chiefly by rail.
Leaf	7	250	950,000	2,795,000	Kentucky and southern Indiana	2,795,000	East to Louisville and Cincinnati; some to Saint Louis.
Miscellaneous	37	350	425,000			650,000	
Totals	177	8,373	15,640,000	11,927,500		18,638,000	

*Including shingles, lath, heading, and staves.

The cross-river commerce by rail at this point is summarized in the table of the Louisville and Nashville Railroad, Henderson division, in the section relating to this special subject. The amounts of freight brought into the city by various rail routes north, east, and west could not be procured, and no local records are kept by the companies from which such figures could be compiled. The Board of Trade does not undertake to separate such statistical records as are preserved here into the class of data required by this report, and only by comparisons and subtractions between the ascertained tonnage and value of river freights and the aggregate values of local products can even an approximation of the respective values of river and rail transportation agencies be calculated for this city. The fact remains clear, however, that Evansville continues to owe much the greater part of her commercial importance and accumulating wealth to the great water-ways before her gates, which penetrate rich mineral and agricultural territory for hundreds of miles where the railroads have never come and may not come for years.

HENDERSON, KY.

This is one of the oldest settlements in western Kentucky, and has long been the entrepôt for a large trade in tobacco and grain, and has the largest tobacco stemmeries in the country.

Henderson was founded by Col. Richard Henderson, president of the Transylvania Company, and laid out in 1797. It was chartered as a town in 1810 and as a city in 1867. It is situated midway between Louisville and Cairo and occupies a more elevated site than any other city on the Ohio River. It is the seat of Henderson County, Ky., and claims a present population of 12,000, with 33,000 in the entire county. There are 51 regular manufacturing establishments in the city, including the tobacco stemmeries, and 130 business establishments of all kinds. Nearly all these manufactories were established since 1880, except the stemmeries, which are of older date. In the county, outside of the city, there are 20 manufacturing concerns, among which there is a large hominy mill, located on the river a short distance below Henderson, to which subsequent allusion will be made. The total value of the manufactured products of all these for the year 1886 was $3.493,000. All the capital invested in these concerns, save about $300,000, is owned by residents of the city or county.

Of the tobacco handled here, the bulk finds its chief market in Europe; London and Liverpool take the raw cotton, and woolen goods are disposed of in the West and South and neighboring cities.

About one-eighth of the total annual products of manufacture is consumed in the State and the remainder outside. The routes and directions taken by these surplus goods are indicated by the table below. Nearly 2,500 hands find constant employment in producing these goods, but no separate statement was procurable from the various establishments. Raw materials are drawn as follows: Tobacco, corn, and timber, from the immediate vicinity; cotton, from the South, and wool, from the West, East, and the vicinity.

When the river is navigable rates of transportation are lower, and, in fact, there are no other means to reach a large number of trading points than by boats.

About 100,000 tons of freight were received here by river from the South, and 150,000 tons from the North by river during 1886. From the South these freights consisted of corn, wheat, tobacco, cotton, lumber, shingles, sugar, molasses, and general merchandise; from the North, of corn, wheat, tobacco, lumber, lime, shingles, furniture, and general merchandise. The shipments South by river during that year consisted of hominy, grits, meal, flour, tobacco, whisky, and general merchandise, aggregating 50,000 tons; to the North 75,000 tons were sent in the same way, consisting of tobacco, lumber, laths, whisky, cotton goods, woolen goods, and general merchandise. No statistics are kept here of the exact tonnage of each commodity.

The approximate tonnage of freights received by rail from various points during 1886 was 41,387, consisting of live-stock, grain, railroad iron, tobacco, and general merchandise. The tonnage of freight shipped by rail was 44,575, consisting of grain, live-stock, tobacco, hay, hominy, and general merchandise. Values not given specifically beyond such separation as is made by the table following.

The difference between rail and water rates from Henderson to competing points on the river is from 1½ to 20 cents per 100 pounds in favor of the river.

Henderson's mercantile supplies are drawn from New York, Boston, New Orleans, Saint Louis, Chicago, Cincinnati, and Louisville, and the routes by which they are received are shown by the table to follow.

The average number of steam-boat arrivals per day at Henderson for the years between 1840 and 1886 is ten; no regular record is kept, however, and this is merely an estimate.

The above facts were procured from Stephen K. Snead, esq., of Henderson, who is one of the few to respond to circular letter B, asking for such information.

Commercial movements of leading articles at Henderson, Ky., for the commercial year 1886–'87.

Industries.	Establishments.	Capital.	Merchandise received from outside markets.						Merchandise shipped to other markets.			
			By rail exclusively.				By river.		By all rail.		By river.	
			North.	South.	East.	West.	Northeast.	Southwest.	North.	South.	Northeast.	Southwest.
Agricultural implements	2	$125,000	$8,000	$5,000	$15,000	$21,000	$3,700					$2,500
Breweries	2	45,000	9,000	2,500						$3,000	$2,100	1,900
Brick and tile	4	20,000							$11,500			12,000
Boots and shoes	11	50,000	5,000	4,000	22,000		7,000					
Carriages and wagons	4	65,000	29,000	6,500	7,500		2,800	$15,000				
Clothing	4	75,000	30,000		15,000		40,000					
Confectionery	6	15,000	5,500		2,000	3,400	6,500	1,800				
Cooperage	1	12,000		5,000			1,800	3,500	6,000	1,200		
Cotton mills	1	200,000		45,000				67,500	120,000	12,500	6,000	22,000
Drugs	5	17,500	40,000	3,000	5,000	4,000	1,200			6,750		1,400
Dry goods	8	135,000	10,000		65,000	37,000	15,000					2,700
Distilleries	3	110,000	3,750	12,500				2,200	95,000	23,000	25,000	7,000
Flouring-mills	5	75,000	4,000	6,000				3,900	24,000	6,500		10,000
Founderies, etc	2	45,000	3,000	12,500	6,000	2,200	1,700					
Furniture	2	11,000	9,000	2,500	10,000		15,000					2,500
Glassware, etc	3	15,000	3,500		4,500	650	6,500					1,200
Groceries	28	145,000	80,000		16,000	4,000		32,000				6,700
Hardware	6	22,000	27,000		22,000		2,500					
Hubs and spokes	2	20,000	2,500	4,000				2,000	9,000	1,000	1,800	5,000
Liquors, wholesale	4	30,000	2,300	2,500	1,800		2,000		3,500	11,750		1,200
Lumber, sawed, etc	3	75,000	15,000	12,000			20,000	17,500	12,500	4,000		
Marble and stone-work	1	4,700	1,200	1,000	4,000		2,500					1,000
Tin, copper, and sheet-iron	2	15,000	9,000		5,000		15,000			4,500		1,000
Tobacco, cigars and chewing	4	15,000	12,500	7,200	10,000					3,800	1,200	4,700
Tobacco, leaf	14	1,137,000	2,000	19,500			20,000	16,500	39,000		220,000	74,000
Woolen goods	3	125,000	22,000	12,000	5,750	2,000		30,000	13,000	6,500	4,500	29,500
Totals	130	2,643,500	338,250	161,700	216,550	74,250	163,200	191,900	333,500	84,500	260,600	186,300

RIVER TRADE OF HENDERSON.

The boats composing the regular lines terminating or touching regularly at Henderson will be found listed on the general table of Ohio River commerce, and nothing more than a brief reference will be necessary here.

The Evansville and Henderson Packet Company, consisting of one boat, makes three trips daily to Evansville. Henderson receives by this line about 75 tons of freights and ships about 30 tons per week.

The Evansville, Cairo and Memphis Packet Company has a daily boat touching here. Henderson receives about 60 tons per week, consisting of corn, wheat, tobacco, lumber, and shingles, and ships about 30 tons per week, consisting of general merchandise and lumber.

The Memphis and Cincinnati Packet Company makes two landings here weekly. Henderson receives by this line about 25 tons per week of groceries, iron, nails, etc., and ships about the same amount of cattle, rags, hides, whisky, furs, tallow, and tobacco.

The Louisville and Henderson Packet Company brings to Henderson twice per week about 20 tons of freghts, made up of general merchandise, salt, cement, tobacco, and shingles, and takes out the same quantity of corn, wheat, whisky, cattle, hogs, sheep, lumber, laths, and tobacco.

The Southern Transportation Company lands two boats weekly at Henderson, and takes away about 20 tons of tobacco, whisky, cornmeal, grits, and hominy per week, but discharges little or no freights here.

The Evansville and Tennessee River Packet Company sends a weekly boat to this port, which leaves about 25 tons at each visit, consisting of cotton and lumber. The freight taken away is insignificant.

The Cumberland River Packet Company has a weekly boat to Henderson, with a total weekly freight in and out of about 5 tons, consisting of general produce, tobacco, etc.

There is a railroad wharf-boat here that does a large receiving business, averaging about 200,000 tons per annum, for transfer to the Henderson Division of the Louisville and Nashville Railroad. A large proportion of this business is local freight, consisting of corn, and the remainder is composed of hay, wheat, apples, etc., which goes to Southern markets. Local tugs also handle large quantities of staves, shingles, corn, and wheat, but no approximation of amounts or values of this business can be made safely. There is likewise some flat-boat traffic above and below Henderson, in a small local way, and this consists of lime, stoneware, lumber, staves, coal, etc.

There is very little ferrying done here since the completion of the Henderson railway bridge, and the single boat in use suffices for all requirements. This vessel carries passengers, cattle, and vehicles, and occasionally takes a full load of cattle to Evansville. The tow-boat *Emma Cooper* is run in the interests of a large hominy mill, located just below Henderson, and handles during the year about 300,000 bushels of corn, besides a large amount of hay, wheat, potatoes, etc., in a quasi local trade.

RAILROAD FACILITIES.

Henderson has good outlets by rail to Northern and Southern markets directly, and indirectly to the West and East, over the Henderson Division of the Louisville and Nashville Railroad, but the particulars of all rail traffic are reserved to the section "Cross-river commerce," and will not be here considered. Another line of road is being constructed which will, in another year, give Henderson direct connection with all the Southwestern markets, and contribute very materially to enlarge her trade in that direction.

A description of the fine bridge spanning the Ohio at this point will be found in that section of this report referring to Ohio River bridges, and a profile of the structure appears in the appendix hereto.

PADUCAH, KY.

This city, of about 18,000 population, is the seat of McCracken County, Ky., and is located at the mouth of the Tennessee River, where that stream joins the Ohio, 48 miles above Cairo and 136 miles below Evansville. Paducah has long enjoyed the advantage of being the chief transfer point for the immense traffic coming out of the rich districts penetrated by the Tennessee, and has a large local trade with that region. Besides the two rivers, the city has railway connection with all the roads centering at Louisville, on the east, and at Memphis, to the west and southwest. The line now in operation forms part of the great Newport News and Mississippi system of roads, reaching from the Atlantic tide-waters to the Gulf, at New Orleans. For a long period the industry of ship-building was extensively carried on here, but of late years it has decreased as at all other points where it was once the leading branch of business.

The chief imports and exports of the city are given in an accompanying table, with the estimated value of each for the commercial year 1886–'87. Within the last calendar year Paducah has had a marked impetus given her industries by the investment of large amounts in the development of coal and iron in the contiguous fields of western Kentucky, and her remarkable facilities for cheap transportation of these ores and fuel are certain to build up an enormous iron interest in the immediate future. Unfortunately, no regular system of commercial reports has been in vogue here, and what meager statistics are presented were collected with unusual difficulty.

PADUCAH'S RIVER TRADE.

The following are the regular lines receiving and discharging freights at Paducah:

Evansville, Cairo and Memphis Packet Company, a daily boat; discharges about 200 tons per week at this port, consisting of groceries, produce, etc.; takes from Paducah about 100 tons of tobacco, cotton, etc., per week.

Cincinnati and Memphis Packet Company, two boats per week. Paducah receives 300 tons per week by this line, chiefly general merchandise, and ships about 400 tons of hides, tallow, tobacco, iron, rags, flour, etc., per week.

Southern Transportation Company (Cincinnati and New Orleans line), semi-weekly boat. Paducah receives weekly 10 tons of sugar, coffee, etc., on up trips, very little on down trips, and ships weekly about same amount of tobacco, furniture, flour, etc.

Cumberland River Packet Company, three boats per week, discharges about 600 tons of pig-iron, tobacco, hides, timber, etc., and receives about 250 tons of general merchandise per week.

The Tennessee River Packet Company comprises the following steamers: *Clyde*, from Evansville; *Silver Cloud*, from Paducah; *W. H. Cherry*, *City of Florence*, and *John Gilbert*, from Saint Louis. Paducah receives from this line about 300 tons weekly, consisting of cotton, pig-iron, tobacco, lime, peanuts, lumber, hides, etc., and ships about 100 tons weekly, consisting of dry goods, groceries, and general merchandise destined to up-river points.

The Paducah and Cairo Packet Company, one boat, makes daily trips, discharging here about 75 tons of freight per week, composed chiefly of tobacco and wheat, and receives about 15 tons per week, consisting of groceries and general merchandise.

The Saint Louis and Paducah Packet Company, one vessel, semi-weekly trips. Paducah receives by this line about 200 tons per week of corn, bran, flour, oats, and general merchandise, and ships about 50 tons per week, principally lumber, pig-iron, hides, etc.

Paducah and Mount Vernon Packet Company, one boat, makes tri-weekly trips between Mount Vernon, Ind., 101 miles above, and Paducah; carrying to the latter port about 200 tons weekly, consisting of hominy, grits, flour, apples, potatoes, and fluor-spar for the Tennessee River iron furnaces.

Paducah and Metropolis Packet Company, one boat, makes two trips daily, except Sundays, and brings from Metropolis, Ill., 10 miles below, about 5 tons daily of wheat and corn and takes back about the same amount of flour.

There is no flat-boat trade done from Paducah, but a considerable amount comes out of the Tennessee River consigned to Cairo and points below, which consists chiefly of staves, country produce, and peltries.

The ferriage at this point is with Owen's Landing and Brooklyn, Ill., and is composed for the most part of hay, corn, oats, apples, and market vegetables. One boat is engaged by this trade, which runs all the year round, making six trips daily. No figures of the tonnage carried could be obtained.

The table following exhibits the movements of leading Paducah commodities, approximately, for the past commercial year ended July 1, 1887:

Commercial movements of leading articles at Paducah, Ky., for the commercial year 1886–'87.

Industries.	Establishments.	Capital.	Merchandise received from outside markets.						Merchandise shipped to other markets.					
			By rail exclusively.				By river.		By all rail.				By river.	
			North.	South.	East.	West.	North-east.	South-west.	North.	South.	East.	West.	North-east.	South-west.
Agricultural implements	10	$75,000	$60,000	.....	$12,500	$4,000	$8,000	.....	.....	$4,000	.....	$1,500	.....	$7,500
Brick and tile	2	12,000	.....	.....	.....	.....	.....	.....	.....	1,200	$8,000	.....	$4,750	1,000
Boots and shoes	13	90,000	.....	.....	125,000	.....	9,000	.....	.....	45,000	.....	.....	.....	15,000
Carriages and wagons	3	125,000	60,000	$4,500	17,500	25,000	10,000	.....	.....	65,000	.....	.....	.....	20,000
Confectionery	7	28,000	.....	.....	12,000	4,500	3,000	.....	.....	4,000	.....	2,500	.....	2,500
Clothing	7	100,000	.....	.....	50,000	.....	75,000	.....	.....	30,800	.....	.....	.....	14,000
Cooperage	2	20,000	.....	7,500	.....	.....	.....	.....	$9,500	4,000	1,850	.....	2,500	.....
Cotton factors	6	100,000	.....	35,000	.....	.....	.....	.....	.....	.....	45,000	19,000	.....	6,750
Drugs	11	95,000	2,500	.....	10,000	.....	15,000	.....	.....	30,000	2,500	6,500	1,000	20,000
Dry goods	22	650,000	560,000	.....	75,000	.....	187,500	.....	.....	200,000	.....	12,500	.....	100,000
Flouring-mills	5	275,000	.....	67,500	.....	2,500	6,000	$5,450	.....	45,000	4,000	17,000	4,000	70,000
Foundry and machinery	7	320,000	19,000	25,000	.....	.....	.....	1,280	.....	7,500	2,000	.....	1,900	3,200
Furniture	5	75,000	20,000	.....	35,000	.....	6,000	.....	.....	4,000	1,900	.....	7,000	3,000
Glassware, etc.	2	18,000	6,000	.....	14,000	.....	2,000	5,000	.....	3,200	1,000	.....	5,000	7,000
Groceries	36	600,000	.....	30,000	57,000	50,000	22,500	150,000	.....	55,000	4,700	.....	32,000	13,000
Hardware	7	137,000	40,000	6,500	21,000	2,500	12,500	13,500	.....	8,000	1,500	.....	2,100	29,500
Hemp and grain	5	150,000	.....	12,000	17,500	6,000	45,000	22,000	.....	.....	55,200	.....	16,000	.....
Hubs and spokes	1	20,000	.....	4,500	.....	12,000	20,000	9,750	.....	.....	4,250	10,000	17,000	.....
Leather and findings	3	27,000	3,200	.....	1,900	2,500	12,000	.....	.....	.....	5,000	1,250	6,000	2,500
Liquors, wholesale	5	300,000	45,000	2,000	4,000	.....	6,500	.....	.....	.....	2,700	3,500	9,000	5,500
Lumber, sawed, etc.	3	133,000	12,000	27,000	.....	.....	40,000	79,500	.....	.....	6,000	4,500	13,500	145,000
Marble and stone work	3	20,000	.....	.....	19,000	.....	7,500	.....	.....	.....	.....	.....	.....	.....
Pork-packing	1	75,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Paints and oils	5	35,000	.....	.....	10,000	4,500	15,000	3,500	.....	.....	.....	.....	2,500	1,500
Saddlery and harness	4	50,000	.....	12,500	15,000	.....	6,000	.....	.....	.....	2,000	2,950	4,000	2,200
Ship-builders	4	187,000	.....	.....	.....	6,500	45,000	15,000	.....	.....	.....	.....	.....	.....
Tin, copper, and sheet-iron	5	12,500	.....	.....	10,000	5,000	.....	9,000	.....	.....	.....	.....	2,700	2,000
Tobacco, cigars and chewing	25	70,000	.....	.....	32,000	2,500	12,000	.....	.....	.....	.....	4,500	8,500	7,000
Tobacco, leaf	16	1,090,000	.....	165,000	40,000	.....	27,500	19,500	.....	.....	510,000	.....	610,000	420,000
Trunks and valises	1	15,000	.....	.....	7,400	2,000	12,000	.....	.....	.....	.....	.....	.....	.....
Woolen goods	1	33,000	.....	5,000	9,500	4,000	6,000	1,500	.....	.....	14,000	6,500	19,000	32,500
Totals	227	4,927,500	821,700	404,000	585,300	133,500	611,000	334,980	9,500	505,400	671,600	91,200	768,450	930,650

CAIRO, ILL.

This city, originally expected to become the metropolis of the West, through its location at the mouth of the Ohio and its central position on the great Mississippi, chiefly failed to reach that distinction by reason of its unhealthy site and surroundings. Built upon swampy ground, subject to overflows by both rivers, its commercial advantages were kept in abeyance until the railroads gained foothold in the Ohio and Mississippi Valleys and became such formidable competitors of water transportation. Struggling for years to realize the intentions of its founders, Cairo grew in population much more slowly than its actual volume of trade would indicate, and to-day the city has probably not more than 14,000 inhabitants, while its local and jobbing trade reaches nearly $7,000,000 annually, and its combined shipments north and south, by rail and river, aggregated, for 1886, the enormous value of $60,000,000.

The Cairo of to-day has made many improvements over the *ante-bellum* town. It has better sanitation, being now substantially protected from overflows by strong levees, and is as well drained and has as complete a sewerage system as any town can have in its peculiar situation.

It is a misfortune, from a historical standpoint, that no commercial statistics have been kept of the immense trade that has passed in and out of the Ohio at Cairo during three generations, and that the future historiographer of American river commerce must be confined to bare conjecture upon this point. Only under the impulse given by this undertaking of the Bureau of Statistics has anything like a systematic effort ever been made to ascertain the volume and direction of the trade of Cairo, and this has, perforce, been confined to the transactions of a single year. The discontinuance of Cairo as a port of inspection and registry for steam-vessels and the removal of the records to Saint Louis in December, 1883, have likewise contributed to cripple such facilities as ever existed for procuring definite statistics of the Ohio River trade at this point.

For the figures given in accompanying tables concerning Cairo's trade in 1886, Hon. J. S. Rearden, city comptroller, is entitled to credit, and his work is as complete and accurate as the circumstances allowed.

THE EXISTING RIVER TRADE.

It only remains to present, briefly, a detailed statement of the different steam-boat lines having connection with the commerce in and out of the Ohio, together with the volume and general character of their respective business, and next to speak with equal brevity of the railway facilities of the city, all reference to the details of cross-river commerce here being postponed to another section of this report.

First, then, the Ohio River lines touching or terminating at Cairo are as follows:

The Cairo and Paducah Packet Company, one boat, making daily trips. Cairo receives 200 tons weekly, composed of grain, lumber, live-stock, tobacco, fruit, vegetables, and poultry, and ships about 125 tons weekly, consisting of bacon, lard, hay, and general merchandise. This boat, the *Gus Fowler*, does not miss more than five trips during the entire year.

Evansville, Cairo and Paducah Packet Company, weekly trips between Evansville and Cairo. Cairo receives by this line about 50 tons per week, consisting principally of wheat, flour, salt, and general merchandise, and ships about 10 tons weekly, made up of all sorts of merchandise.

The Cincinnati and Memphis Packet Company makes semi-weekly trips. Cairo receives about 75 tons weekly, consisting of stoves and hollow ware, iron, nails, glassware, oil, iron pipe, etc., and ships a weekly average of 75 tons of grain, flour, salt, hay, hog products, and general merchandise.

Southern Transportation Company (Cincinnati to New Orleans), semi-weekly trips. Cairo receives 50 tons per week of cotton, lumber, shingles, cotton-seed, cotton-seed oil, etc., and ships about 500 tons weekly of flour, grain, hay, meal, meats, and general plantation supplies for Lower Mississippi points.

The Cumberland River Packet Company, weekly trips from Cairo for a season of six months. Cairo receives about 50 tons weekly by this line, consisting of pig-iron, tobacco, cotton, and live-stock, and ships an average of 75 tons per week, mostly grain, with a fair proportion of salt, flour, and general merchandise from local consignors.

Tennessee River Line makes tri-weekly trips each way. Cairo receives 150 tons per week of cotton, peanuts, wheat, live-stock, lumber, and general merchandise, and ships 100 tons weekly of flour, wheat, and general supplies. Saint Louis is the lower terminus of this line.

Saint Louis and Paducah Packet Company, one steamer; makes semi-weekly trips. Cairo receives 300 tons per week, consisting of flour, grain, and general merchandise, divided about equally between out and in trips, and ships about 25 tons weekly of general merchandise, principally consigned to Paducah.

Besides the above lines, which are more directly in the Ohio River trade, Cairo has the following Mississippi River lines, each of which contributes something to the east-bound commerce of the other lines, and likewise receives freight from Ohio River points transferred at Cairo:

The Saint Louis and New Orleans Anchor Line, five boats up and down at Cairo weekly. Cairo receives about 400 tons weekly by this line, consisting of cotton, shingles, cotton-seed, cotton-seed oil, sugar, molasses, fruits, etc., and ships about 1,000 tons weekly of grain, flour, hay, meal, and general merchandise, of which about 35 per cent. is out of the Ohio River.

The Saint Louis and Mississippi Valley Transportation Company averages 90 trips per year, and owns in service 9 tow-boats and 100 barges. Cairo receives about 60 tons per week of cotton and lumber by this line, and ships about 600 tons weekly of grain, hay, flour, meal, etc., nearly all of which is drawn from Ohio River points. In addition, Cairo is the coaling station of this line, and each tow-boat on down trips usually carries about 1,000 tons of coal in barges along with regular freights. On the up trips each steamer in similar fashion handles between 200 and 500 bales of cotton, besides bringing up the empty barges. Of this cotton, the aggregate carried up the Ohio River by other lines from Cairo in 1886 was 59,958 bales.

There are a number of local tow-boats engaged in rafting lumber to Cairo for transfer to the railroads, but no estimate of the volume or value of this trade could be secured. These boats procure their tows within a radius of 150 miles from Cairo, principally out of the smaller tributary streams of the Mississippi.

A great many flat-boats are loaded here annually, and are floated down the Mississippi, conveying grain, flour, meats, potatoes, etc., to the alongshore plantations.

No statistics of this class of trade could be collected and the matter is not properly within the scope of this report.

One steamer attends to all the ferrying trade at this point, making four trips daily between points on the Illinois, Kentucky and Missouri shores. Cairo receives by this boat about 200 tons daily, consisting of produce, tobacco, grain, etc., and ships about 50 tons daily of flour and general merchandise.

RAILROAD LINES.

Five railroads center here, which either have their actual terminus in the city or reach it from across the rivers by powerful transfer boats, capable of carrying several loaded cars at each trip. These roads are as follows:

Mobile and Ohio, extending from Columbus, Ky., a few miles below Cairo, on the Mississippi, to Mobile, through the States of Kentucky, Tennessee, Mississippi, and Alabama, and tapping the rich coal, iron, and cotton regions of those States;

Illinois Central, a direct line to Chicago, and connected in a traffic arrangement with the Chicago, Saint Louis and New Orleans road as a through route between the lakes and the Gulf of Mexico;

The Cairo, Vincennes and Chicago, providing another valuable route to the North and Northeast by way of Vincennes and Indianapolis, tapping the Indiana coal fields;

The Saint Louis, Iron Mountain and Southern, between Saint Louis and all points in Missouri, Arkansas, and Texas; and,

The Saint Louis, Alton and Terre Haute, providing a competing line to Saint Louis.

Beside these, the Wabash system connects with Cairo from Mound City by transfer steamer and gives another outlet to the Northeast and East, and the Newport News and Mississippi Valley Company affords an indirect connection and outlet for Cairo commerce with Kentucky, Virginia, and the Eastern seaboard cities by way of Fulton, Ky., and the Mississippi Central road.

In the absence of any bridge at this point, all the "through" freight and passenger business is handled by transfer steamers, of which there are four, owned respectively by the Mobile and Ohio, the Illinois Central, the Saint Louis, Iron Mountain and Southern, and the Saint Louis, Alton and Terre Haute roads.

From these data it is easier to understand how Cairo, instead of becoming a great river city, has been made more of a transfer station along the North and South railroad lines. Few places in the Mississippi Valley have more abundant facilities for railroad transportation, certainly none any more favorable position as to water carriage, and yet none has reaped so little apparent material benefit as Cairo among the towns of anything like equal natural prospects. And yet if the navigation of the great Ohio Valley shall receive due improvement by Government largess, the time may still come when Cairo shall more nearly realize the dreams of her founders and take on a new growth with the expanding energies of a revivified river commerce.

The following tables will show what the commerce of the city has been during 1886:

Manufactures of Cairo and Alexander County, Ill., for year 1886.

Industries.	Materials used.	Value of materials.	Value of products.
Flouring mills	1,189,840 bushels wheat	$951,878	$1,536,330
Corn-meal mills	539,980 bushels corn	194,796	248,870
Saw mills	18,191,754 M feet timber	1,455,340	2,138,009
Wood manufactures		582,600	854,800
Iron and steel manufactures	42,790 tons iron 9,325 tons steel	174,600	209,520
Miscellaneous		138,300	175,000
Total		3,497,514	5,207,529

Classified industries of Cairo and Alexander County, Ill., for year 1886.

Industries.	Number.	Number hands employed.	Capital invested.	Amount wages paid.
Flouring mills	7	150	$537,500	$90,000
Corn-meal mills	6	29	95,000	22,500
Saw mills	8	300	750,000	180,000
Wagon factories	7	125	250,000	100,000
Miscellaneous	12		145,000	
Total	40	604	1,777,500	392,500

Local grain and merchandise trade—wholesale and retail—of Cairo, for year 1886.

Articles.	Quantities.	Values.	Articles.	Quantities.	Values.
Wheat ... bushels	765,000	$689,500	Flour ... barrels	233,070	$900,547
Corn ... do	2,089,343	473,056	Corn meal ... do	56,500	113,000
Oats ... do	2,405,576	769,783	General merchandise		3,125,698
Hay ... tons	20,157	241,884			
Bran ... do	4,510	63,140	Total		6,520,795
Provisions ... pounds	867,000	54,187			

Classification of freights shipped south by river at Cairo during year 1886.

Articles.	Quantities.	Values.
Wheat ... bushels	1,018,930	$1,018,950
Corn ... do	805,796	282,019
Oats ... do	1,496,534	578,890
Hay ... tons	7,134	92,742
Bran ... do	4,510	72,160
Flour ... barrels	41,722	177,318
Corn-meal ... do	56,838	113,676
Provisions ... pounds	1,521,500	106,505
Merchandise ... packages	40,578	852,138
Lumber ... M feet	147,000	2,352
Coal ... tons	135,809	271,618
Salt ... barrels	50,600	113,850
Total		3,682,218

Classification of freights shipped north and east by river at Cairo during year 1886.

Articles.	Quantities.	Values.
Cotton ..... bales...	59,958	$2,699,110
Tobacco ..... hogsheads....	350	52,500
Flour ..... barrels....	13,552	57,596
Oats ..... bushels...	22,113	7,108
Hay ..... tons....	496	5,952
Corn ..... bushels...	256,183	92,225
Merchandise ..... packages....	40,037	1,080,999
Lumber ..... M feet...	130,682	20,909
Vegetables and fruits ..... packages...	20,383	30,583
Total	.....	4,046,982

Classified freights received from the south and shipped north by rail at Cairo during 1886.

Articles.	Quantities.	Values.
Cotton ..... bales...	517,070	$23,268,150
Lumber ..... M feet...	43,412,290	477,532
Cattle ..... head...	172,161	3,787,542
Fruits and vegetables ..... pounds...	5,828,021	174,840
Cotton-seed ..... tons...	7,849	40,943
Total	.....	27,749,007

Classified freights received from the north and shipped south by rail at Cairo during 1886.

Articles.	Quantities.	Values.
Flour ..... barrels...	451,975	$1,920,894
Corn ..... bushels...	3,671,051	1,264,867
Oats ..... do.....	3,883,713	1,165,113
Hay ..... tons...	24,479	341,748
Provisions ..... pounds...	35,456,669	2,132,800
Bran ..... tons...	1,617	25,872
Merchandise ..... packages...	737,913	16,224,086
Corn-meal ..... barrels...	71,547	143,094
Coal ..... tons...	679,250	1,358,500
Salt ..... barrels...	63,916	143,811
Total	.....	24,720,785

It should not be forgotten that the figures given in the tables of classified river freights represent the aggregated trade at Cairo by both the Ohio and Mississippi Rivers, and that no separation is attempted between them by reason of insuperable difficulties growing out of the method in which wharfage records are kept at this point. A careful study of the up and down river freight business of boats navigating the Ohio and its tributaries will enable a summary closely approximating exactness in tonnage and values, and this sort of a summary will be included elsewhere in the present report.

SUMMARY OF OHIO RIVER TRADE.

Fortunately for the purposes of this report, Capt. Thomas P. Roberts, assistant United States civil engineer, aided by Capt. G. W. Rowley, United States consulting pilot, in 1868–'69 prepared a summary of the general character and estimated value of the Ohio River commerce by cities, towns, and principal landings between Pittsburgh and Cairo. At that time the river trade was nearly at the maximum. The enlargement of business to extraordinary dimensions caused by the war had then had time to settle down to a peace footing, and the day when the river was crowded from end to end with flotillas bearing men and munitions for the contest was sufficiently long past to allow an estimate of river commerce, pure and simple.

This summary is the only one extant, and is presented here as of special value in affording a comparison with the similar table prepared to show the volume and character

of the river traffic during 1886. The latter has been most carefully made, and, as an estimate, will cut more closely to the real figures than the former, because the statistical resources of the important cities on the Ohio have been much improved since 1868-'69, and have enabled very accurate estimates to be worked for what constitutes a greater part of the trade carried up and down this broad stream.

Instances will be observed in the summary for 1886 where, despite near-by railroad competition, the general volume of trade by river has been increased. It will, no doubt, be readily understood that this fact is attributable to the growth of population and the consequent development of national resources.

In a number of important places industries that were large and flourishing at the time the first summary was prepared are now either extinct or very greatly contracted in their operations. These industries are: Boat-building on the upper river and the central section where it formerly was most important; coal mining on the upper river, reduced in output by the abundant use of natural gas; iron smelting along the Eastern Kentucky and Ohio shores, caused by the development of similar industries in Tennessee and Alabama; pork-packing at all points below the mouth of the Big Kanawha, encroached on by competition with the packing centers at Cincinnati and Louisville, and rapid transit of live-stock to more profitable markets; cotton-milling closed at several points by cheaper manufactures in the South, or by those of larger mills in the same market territory; hemp-growing in Kentucky, Southern Indiana, and Illinois, caused by competition with foreign fibers, jute, etc.

On the other hand, where there has been no overproduction nor unusual rail competition, it will be seen that the general trade, especially at smaller landings, has been gratifyingly increased. Almost without exception such places have gained in every important branch of trade, some 50 and some 100 per cent., since 1869. This fact speaks volumes in behalf of the thrift of the inhabitants and the wonderful fertility of the Ohio Valley.

It should not be forgotten that the apparent decline of river traffic at various points is not indicative of commercial decay for such communities. The almost omnipresent rail competition is an element in the count that brings up commercial footings to several times more than the totals of water transportation for all points where the two run counter to each other.

However, the very best commentary upon these points is the summary itself, which is given below:

Summary of the character and value of the Ohio River commerce by cities, towns, and principal landings for the years 1869 *and* 1886 *from the source to the mouth of the river.*

Place.	Miles from Pittsburgh.	Exports.	Imports.	Estimated value in 1869.	Estimated value in 1886.	Remarks.
Pittsburgh, Pa		Iron, coal, lumber, oil, and general manufactures.	Iron and copper ores, steel, cotton, grain, provisions, live-stock, etc.	$150,000,000	$64,750,000	Reduced by rail competition.
Saw-mill Run, Pa	1.5	Coal and salt	Timber, general supplies	2,000,000	1,200,000	Do.
Manchester, Pa	1.5	Salt and steam-boat hulls	Lumber, copper, and iron ore	1,500,000	820,000	Do.
Glass House, Pa	2.2	Refined oil	Crude oil	100,000	65,000	Do.
Harbaugh Furnace, Pa	3.0	Pig-iron and blooms	Iron ores	200,000	90,000	Do.
Chartier's Creek, Pa	3.4	Hulls and lumber	Saw logs	10,000	20,000	
Ardesco Oil Works, Pa	3.9	Refined oil	Crude oil	150,000	95,000	Reduced by pipe lines.
Pork House, Pa	4.2	Iron rails and bars		50,000	25,000	Reduced by rail competition.
Middleton, Pa	11.5	Lumber	Saw logs	20,000	12,000	Do.
Shousetown, Pa	15.0	Hulls for barges	Lumber	25,000	15,000	General decline of ship-building.
Brick Works, Pa	16.7	Ornamental brick		10,000	15,000	
Little Sewickley, Pa	17.0	Hulls and barges	Lumber	5,000	10,000	
Economy, Pa	18.0	Garden seeds, fruits, etc		5,000	10,000	
Baker's Landing, Pa	23.3	Building and flag stone		5,000	15,000	
Freedom, Pa	24.0	Refined oil and petroleum products.	Crude oil and lumber	60,000	19,500	Reduced by pipe lines.
Rochester, Pa	25.5	Copper, iron ore, and general hardware.	Logs, iron, etc	3,400,000	45,000	Reduced by rail competition.
Phillipsburgh, Pa	25.5	General merchandise		25,000	45,000	
Beaver, Pa	26.0	do			120,000	
Fire-brick Works	27.0	Fire-brick and building stone		20,000	35,000	
Montgomery's Island	31.9	Building and curb stone		2,000	5,000	
Industry, Pa	33.5	Hulls and boats	Lumber, etc	10,000	15,000	
Shippingport, Pa	34.8	Coal	General merchandise	25,000	4,500	Do.
Smith's Ferry, Pa	40.0	Crude oil and whisky	do	500,000	120,000	Reduced by pipe lines and tank rail transportation.
Georgetown, Pa	40.0	Produce, etc	do	6,000	12,000	
East Liverpool, Ohio	44.0	See East Liverpool statistics		150,000	225,000	
Walker's Landing, Ohio	46.0	Earthenware and sewer pipe	Coal, general merchandise	100,000	125,000	
Wellsville, Ohio	47.9	Boats and machinery	Lumber, coal, etc	100,000	110,000	
Brooklyn, W. Va	50.6	Hulls and lumber	Logs, general merchandise	10,000	12,000	
New Lexington, W. Va	53.0	Baled hay and produce	General merchandise	15,000	25,000	
Port Homer, Ohio	53.5	do	do	10,000	20,000	
New Cumberland, W. Va	56.0	Fire-brick and pottery	Coal and general merchandise	250,000	140,000	Industry declined to a large extent.
Black Horse Landing	58.0	do	do	100,000	75,000	Do.
Freeman's Landing	59.0	do	do	100,000	75,000	Do.
Cable's Eddy, Ohio	65.0	Coal and coke	do	10,000	27,500	

Steubenville, Ohio	67.5	See Steubenville statistics		8,000,000	175,000	Overestimated in 1869. Reduced by railroads.
Coal Works, Ohio	73.0	Coal and coke	General merchandise	50,000	40,000	Reduced by railroads and natural gas.
Wellsburgh, W. Va	73.8	Paper, glass, cotton, and woolen goods.	do	300,000	120,000	Chief industries of 1869 now much reduced.
Rush Run, Ohio	78.7	Country produce	do	10,000	15,000	
Warren, Ohio	80.8	Grain and produce	do	15,000	35,000	
Short Creek, W. Va	80.8	do	do	5,000	12,000	
Ohio River Coal Company	83.0	Coal	do	60,000	27,000	Reduced by rail competition.
Deep Run, Ohio	84.0	Whisky	Grain	5,000	5,000	
Slacktown, W. Va	87.5	Coal	General merchandise	10,000	7,500	
Martin's Ferry, Ohio	88.0	Iron manufactures, glass, and pottery.	Iron ore, pig metal, coal, etc	200,000	120,000	Do.
Wheeling, W. Va	90.0	Coal, iron, nails, glass, and general merchandise.	General freights	30,000,000	4,950,000	Reduced by rail competition and use of natural gas.
Bridgeport, Ohio	90.0	Coal and lumber	do	100,000	75,000	Do.
West Wheeling, Ohio	91.0	Paper, coal, barges, etc	Lumber, produce, etc	15,000	35,000	
Richietown, W. Va	91.5	Glass and iron	Ore and pig metal	50,000	65,000	
Benwood, W. Va	93.8	Iron and nails	Pig metal, etc	150,000	225,000	
Bellaire, Ohio	93.8	Glassware, nails, etc	Ores and general merchandise	175,000	325,000	
Belmont Coal Works	94.5	Coal	General freights	160,000	25,000	Reduced by rail competition.
Wegee Coal Works, Ohio	98.0	do	do	50,000	15,000	Do.
Limestone Quarries, Ohio	99.1	Limestone	do	5,000	12,500	
Moundsville, W. Va	101.0	Coal and produce	Groceries and general merchandise.	50,000	120,000	
Mineral Hill	104.0	Coal	do	30,000	45,000	
Powhatan, Ohio	110.7	Flour and produce	do	15,000	25,000	
Big Run, Ohio	110.8	Whisky	Grain	5,000	3,500	Distillery not in operation.
Hornbrook's, W. Va	113.0	Produce	General merchandise	15,000	25,000	
Whisky Run, W. Va	116.0	Whisky	Grain	50,000	65,000	
Sunfish, Ohio	116.8	Tobacco, flour, and produce	Grain, coal, and general merchandise.	100,000	145,000	
Proctor's Run, W. Va	121.0	Lumber, staves, and produce	do	20,000	75,000	
Bearsville, Ohio	125.5	Flour	Grain and general merchandise	20,000	45,000	
Martinsville, Ohio	127.0	Lumber, barges, etc	Lumber and general merchandise.	20,000	30,000	
Sardis, Ohio	130.4	do	do	10,000	25,000	
Lodi and Narrows Run, Ohio	131.6	Grindstones, staves, etc	do	10,000	15,000	
Barnes' Run, Ohio	132.4	Yellow pine and cooperage	do	10,000	25,000	
Whitten's Landing, Ohio	134.7	Produce and coopers' stuff	do	10,000	12,500	
Sistersville, W. Va	136.0	Oil barrels, flour, and produce	do	50,000	45,000	Reduced by rail competition.
Terrell's Landing, Ohio	136.4	Tobacco and produce	Coal	10,000	18,000	
Centerview, Ohio	139.0	do	do	15,000	25,000	
Matamoras, Ohio	141.5	Flour, produce, tobacco, and coopers' stuff.	do	65,000	135,500	
Grandview, Ohio	142.2	Oil barrels, flour, and produce	do	20,000	27,000	
Landing, W. Va	142.6	Lumber	Logs, etc	2,000	3,500	

Summary of the character and value of the Ohio River commerce by cities, towns, and principal landings, etc.—Continued.

Place.	Miles from Pittsburgh.	Exports.	Imports.	Estimated value in 1869.	Estimated value in 1886.	Remarks.
Johnson's Landing, W. Va	144.5	Country produce	General merchandise	$5,000	$12,000	
Union Landing, Ohio	145.2	Barrels, etc	do	2,000	5,000	
Wells's Landing, W. Va	146.4	Country produce	do	2,000	5,000	
Rea's Run, Ohio	150.3	Produce and coopers' stuff	do	10,000	15,000	
Landing, W. Va	151.8	Country produce	do	5,000	7,500	
St. Mary's, W. Va	154.5	Coopers' stuff and barges	do	30,000	45,000	
Newport, Ohio	155.5	Coopers' stuff and produce	do	5,000	12,500	
Newell's Run, Ohio	158.0	do	do	5,000	10,000	
Landing, Ohio	159.5	Petroleum oil transfer		10,000	8,500	Reduced by rail competition across river.
Cow Creek, W. Va	160.7	Country produce	General merchandise	5,000	2,500	Do.
Barker's Landing, Ohio	161.2	do	do	2,000	5,000	
Calf Creek, W. Va	161.8	do	do	2,000	3,500	
Sheets's Landing, Ohio	161.8	do	do	5,000	8,500	
Bull Creek, W. Va	164.0	Crude oil, lumber, etc		15,000	6,500	Reduced by rail competition.
Little Muskingum, W. Va	167.0	Lumber, etc		5,000	2,000	Do.
Marietta, Ohio	170.0	See Marietta statistics		2,500,000	475,000	Do.
Harmar, Ohio	171.5	Flour, tobacco, and grain	General merchandise	150,000	90,000	Do.
Williamstown, W. Va	171.0	Machinery, castings, and produce.	do	5,000	2,000	Do.
Finch's Landing, Ohio	172.5	Grindstones		5,000	1,500	Do.
Cole's Landing, W. Va	176.4	Produce, building stone, etc		5,000	2,000	Do.
Cutler's Landing	178.0	Grindstones and produce		5,000	1,500	Do.
Landing, Ohio	179.5	Building stone		5,000	1,500	Do.
Spencer's Landing, W. Va	179.7	Country produce		5,000	5,000	
Parkersburgh, W. Va	183.5	See Parkersburgh statistics		2,000,000	1,125,000	Do.
Belpre, Ohio	183.5	Flour and produce	General merchandise	50,000	50,000	Kept down by rail competition.
Hill's Landing, Ohio	189.8	Lumber, stone, and country produce.	do	3,000	5,000	
Walker's Landing, W. Va	192.8	Country produce	do	2,000	5,000	
Duke's Landing, Ohio	193.0	do	do	2,000	5,000	
Curtis's Landing, Ohio	193.5	do	do	2,000	5,000	
Kennedy's Landing, Ohio	195.8	Coopers' stuff and produce	do	2,000	5,000	
Hocking City, Ohio	197.4	do	do	50,000	40,000	Natural decline of trade.
Harris's Landing, W. Va	197.4	do	do	500	2,500	
Belleville, W. Va	199.5	do	do	20,000	35,000	
Reed's Landing, Ohio	199.5	do	do	5,000	8,000	
Pond Creek, W. Va	203.6	do	do	5,000	7,500	
Jackson's Landing, W. Va	205.5	do	do	5,000	7,500	
Robinson Tidd Landing, Ohio	207.7	Flour, produce, and cooperage	do	5,000	8,000	
Murraysville, W. Va	207.7	Barges and produce	do	20,000	25,000	
Shade River, Ohio	208.8	Yellow pine, etc	do	5,000	7,500	

DeWitt's Run, Ohio	210.0	do	do	5,000	7,500	
Smith's Landing, W. Va	211.7	Grain and produce	do	4,000	6,000	
Portland, Ohio	214.0	Fruit and produce	do	20,000	35,000	
Ravenswood, W. Va	218.6	do	do	20,000	60,000	
Hall's Landing, Ohio	221.5	Wood, tan-bark, and produce	do	5,000	12,500	
Hughes's Eddy, W. Va	221.5	do	do	5,000	7,500	
Parr's Landing, Ohio	223.5	Grain and produce	do	5,000	8,000	
Ripley's Landing, W. Va	228.5	Tan-bark and produce	do	25,000	32,000	
Landing, W. Va	230.5	do	do	5,000	7,500	
O. K. Landing, Ohio	230.5	Country produce	do	5,000	7,500	
Letartsville, Ohio	223.5	Grain and produce	do	5,000	8,000	
Landing, W. Va	233.5	Yellow pine lumber	do	4,000	9,000	
Antiquity Rock, Ohio	237.6	Coal, lumber, and produce	do	50,000	60,000	
Racine, Ohio	239.3	Hulls, produce, bark, and lumber.	Logs and general merchandise	25,000	25,000	Boat-building declined in past ten years.
Graham's Station, W. Va	239.3	Grain and produce	General merchandise	5,000	7,500	
Syracuse, Ohio	243.4	Coal and salt	do	100,000	60,000	Industries declined since 1869.
Sliding Hill, W. Va	243.7	Salt	do	50,000	40,000	Do.
Hartford City, W. Va	244.6	Coal, salt, etc	do	100,000	75,000	Do.
Landing, W. Va	245.8	Salt	do	10,000	5,500	Do.
Minersville, Ohio	245.8	Coal	do	5,000	8,500	
Pomeroy, Ohio	246.5	See Pomeroy statistics		8,000,000	725,000	Reduced by rail competition.
Mason City, W. Va	248.5	Salt, coal, and produce	General merchandise	50,000	75,000	
Landing, W. Va	250.0	Bar-iron, salt, and coal	do	50,000	65,000	
West Columbia, W. Va	251.5	Salt and coal	do	50,000	60,000	
Silver Run, Ohio	253.4	do	do	25,000	35,000	
Cheshire, Ohio	255.4	Flour, hay, and produce	do	25,000	40,000	
Mackerel Landing, W. Va	258.0	Country produce	do	12,000	9,500	
Addison, Ohio	260.2	Hay and produce	do	8,000	2,500	
Point Pleasant, W. Va	263.4	See Point Pleasant statistics		4,500,000	900,000	Do.
Gallipolis, Ohio	267.0	See Gallipolis statistics			150,000	
Clipper Mills, Ohio	271.0	Country produce	General merchandise	4,000	5,500	
Raccoon Creek, Ohio	274.1	Pig metal, staves, etc	do	60,000	45,000	Furnaces not now in blast.
Chambersburgh, Ohio	277.5	Lumber, produce, etc	Logs and general merchandise	8,000	12,000	
Menagerie Landing, W. Va	278.3	Country produce	General merchandise	10,000	15,000	
Bladensburgh, Ohio	279.0	Cooper stuff and tan-bark	do	5,000	8,000	
Hawley's, W. Va	279.0	Country produce	do	12,000	15,000	
Sample's, Ohio	279.6	Coal	do	20,000	25,000	
Bush's Mill, Ohio	281.2	Flour and grain	do	5,000	12,000	
Glenwood Landing, W. Va	283.7	Tan-bark and cooperage	do	5,000	8,000	
Guthrie's Landing, Ohio	284.4	Grain and produce	do	7,000	9,000	
Jenkins's Landing, W. Va	286.7	Grain, hay, and produce	do	14,000	22,000	
Rankin's Landing, Ohio	289.0	Tan-bark, cooper stuff, etc	do	12,000	15,000	
Millersport, Ohio	293.0	do	do	20,000	25,000	
Haskellville, Ohio	295.0	do	do	15,000	18,000	
Nine-Mile Run, W. Va	297.0	Grain and produce	do	5,000	6,000	
Gardner's Landing, Ohio	298.7	Barrels and produce	do	20,000	25,000	
Guyandotte, W. Va	302.7	Grain, flour, lumber, coal, salt, etc.	do	100,000	145,000	
Indian Guyandotte Landing, Ohio.	304.0	Produce and grain	do	20,000	30,000	

Summary of the character and value of the Ohio River commerce by cities, towns, and principal landings, etc.—Continued.

Place.	Miles from Pittsburgh.	Exports.	Imports.	Estimated value in 1869.	Estimated value in 1886.	Remarks.
Maple Grove, W. Va	306.3	Hay, produce, and grain	General merchandise	10,000	15,000	
Symmes' Creek, Ohio	306.3	Lumber and produce	do	12,000	15,000	
Burlington, Ohio	311.0	Grain, produce, and pottery	do	25,000	30,000	
Huntington, W. Va	311.0	See Huntington statistics			2,350,000	
Ceredo, W. Va	312.2	Produce and lumber	General merchandise	10,000	12,000	
Catlettsburgh, Ky	314.5	Lumber, coal, etc	do	500,000	950,000	Big Sandy River trade.
South Point, Ohio	314.5	Grain and produce	do	25,000	30,000	
Sheridan Coal Works, Ohio	318.0	Coal	do	25,000	15,000	Mines not worked so extensively.
Ashland, Ky	320.0	Coal and produce	do	500,000	225,000	Reduced by rail competition.
Coal Grove, Ohio	320.0	Fire-brick	do	25,000	15,000	Industry declined since 1869.
Bellefonte Landing, Ky	321.5	Pig metal and fire-brick	do	250,000	40,000	Iron furnace out of blast.
Amanda Furnace, Ky	323.5	Pig metal	do	100,000	20,000	Do.
Ironton, Ohio	325.0	Iron, nails, flour, etc	do	5,000,000	600,000	Trade reduced by railroads.
Hanging Rock, Ohio	327.5	Iron, coal, and produce	do	1,000,000	120,000	Do.
Union Furnace, Ohio	329.5	Pig metal and produce	do	1,000,000	120,000	Do.
Oil Works, Ky	330.3	Pig metal and refined oil	do	150,000	25,000	Furnace and refinery out of use.
Greenupsburgh, Ky	333.7	Pig metal, coal, and produce	do	1,500,000	140,000	Furnace out of blast.
Haverhill, Ohio	334.0	Grain, flour, and produce	do	20,000	20,000	
Smith's Run, Ky	336.0	Cooper stuff, etc	do	5,000	8,000	
Junior Landing, Ohio	337.0	Pig metal and produce	do	200,000	120,000	Do.
Reid's Landing, Ky	338.0	Leather and produce	Hides and general merchandise	50,000	75,000	
Franklin Furnace, Ky	338.0	Pig metal and produce	General merchandise	200,000	40,000	Do.
Excelsior Lime Works, Ky	342.5	Lime and produce	do	100,000	95,000	Overestimated in 1869.
Pine Run Landing, Ohio	344.2	Pig metal and produce	do	150,000	45,000	Furnace out of blast.
Scioto Village, Ohio	346.5	Fire-brick, lumber, pig metal, etc.	do	1,000,000	60,000	Do.
Springville, Ky	353.0	Whisky, leather, etc	do	200,000	45,000	Overestimated in 1869.
Portsmouth, Ohio	353.0	See Portsmouth statistics		12,000,000	2,500,000	Reduced by railroads.
Landing, Ohio	360.0	Tan-bark and produce	General merchandise	5,000	8,500	
Adams' Landing, Ohio	362.0	Queensware, produce, etc	do	10,000	15,000	
Quincy Landing, Ky	364.0	Pig metal, bark, etc	do	100,000	25,000	Furnace out of blast.
Boone Furnace Landing, Ky	365.5	do	do	100,000	30,000	Do.
Landing, Ohio	369.0	Lumber and produce	do	5,000	6,000	
Buena Vista, Ohio	371.0	Fruit, grain, and cut stone	do	100,000	200,000	Large quarries.
Rockville, Ohio	372.0	Fruit, grain, and shale oil	do	100,000	75,000	Oil works disused.
Fairview Landing, Ky	373.5	Stone and bark	do	50,000	65,000	Extensive quarries.
Vanceburgh, Ky	375.0	Flour, leather, bark, etc	do	200,000	300,000	Large interior trade depending on river.
Rome, Ohio	881.0	Grain, fruit, bark, etc	do	50,000	65,000	
Stout's Landing, Ky	383.0	Grain, fruit, hay, etc	do	10,000	15,000	
Concord, Ky	387.0	Flour, leather, and lumber	do	75,000	90,000	

Wrightsville, Ohio	388.8	Grain, produce, etc	do	15,000	25,000	
Manchester, Ohio	394.0	Flour, grain, and lumber	do	230,000	250,000	
Springdale, Ky	400.0	Grain, produce, etc	do	10,000	15,000	
Maysville, Ky	405.5	See Maysville statistics		8,000,000	1,750,000	Reduced by railroads.
Aberdeen, Ohio	405.5	Pork, tobacco, produce, etc	General merchandise	50,000	65,000	
Charlestown Landing, Ky	410.5	do	do	20,000	30,000	
Logan's Gap, Ohio	410.5	Wine, tobacco, and produce	do	8,000	15,000	
Ripley Gap, Ohio	414.0	Grain, hay, whisky, pork, and tobacco.	do	5,000,000	800,000	Pork and whisky interests insignificant.
Dover, Ky	416.5	Pork, lard, and tobacco	do	125,000	75,000	Pork-packing abandoned.
Levanna, Ohio	416.5	Pork, lard, tobacco and wine	do	60,000	35,000	Do.
Bushmey Landing, Ohio	418.0	Wine	do	10,000	15,000	
Higginsport, Ohio	421.3	Pork, grain, whisky, tobacco, and wine.	do	2,000,000	625,000	Pork and whisky interests insignificant.
Augusta, Ky	424.0	Grain and tobacco	do	85,000	90,000	
Utopia, Ohio	426.5	Wine and fruit	do	10,000	15,000	
Rural Village, Ohio	428.0	Tobacco, grain, wine, and fruit	do	15,000	25,000	
Rock Springs Landing, Ky	428.0	Whisky and tobacco	do	20,000	40,000	
Chilo, Ohio	431.0	Grain, wine, fruit, etc	do	20,000	27,500	
Metcalf's Landing, Ky	431.0	Tobacco	do	12,000	15,000	
Melville, Ohio	435.0	Whisky, flour, grain, etc	do	250,000	140,000	Whisky interest almost nothing now.
Fosterville, Ky	435.9	Tobacco and produce	do	100,000	110,000	
Stepstone, Ky	437.5	Tobacco and cooper stuff	do	15,000	45,000	
Moscow, Ohio	439.0	Flour, whisky, grain, and fruit	do	10,000	20,000	
Landing, Ky	439.0	Bark, wood, and cooper stuff	do	4,000	7,500	
Point Pleasant, Ohio	441.5	Country produce	do	2,000	5,000	
California, Ky	444.0	Wood and produce	do	10,000	8,500	Trade declined.
New Richmond, Ohio	444.0	Whisky, grain, fruit, etc	do	200,000	45,000	Reduced by railroads.
Palestine, Ohio	450.3	Brick, wood, flour, and fruit	do	25,000	15,000	Do.
Buzzard's Roost, Ohio	454.0	Wine, fruit, etc	do	2,000	6,000	
California, Ohio	459.0	Castings	do	5,000	12,000	
Cincinnati, Ohio	466.5	See Cincinnati statistics		148,500,000	71,888,000	Over-estimated in year 1869 nearly $50,000,000.
Newport, Ky	466.5	See Newport statistics			275,000	
Covington, Ky	467.5	See Covington statistics			800,000	
Refuse Works, Ohio	474.5	Hair, soap, candles, etc	Dead animals, refuse, etc	50,000	165,000	
Taylorsport, Ky	478.0	Grain and produce	General merchandise	10,000	25,000	
Lawrenceburgh, Ind	489.0	See Lawrenceburgh statistics		700,000	225,000	Over-estimated in 1869.
Petersburgh, Ky	491.0	Whisky, pork, etc	Grain, etc	100,000	75,000	Distillery not in operation.
Aurora, Ind	493.0	See Aurora statistics		500,000	315,000	Reduced by railroad.
Belleview, Ky	499.0	Grain and produce	General merchandise	2,000	5,000	
Rising Sun, Ind	502.0	Pork, hogs, produce, etc	do	500,000	120,000	Commercial interests largely decayed.
North's Landing, Ind	505.5	Grain and hay	do	5,000	8,000	
Hamilton's Landing, Ky	510.5	Hay and tobacco	do	5,000	12,500	
Patriot, Ind	514.5	Whisky, pork, flour, etc	do	125,000	75,000	Pork and whisky interests decayed.
Sugar Creek, Ky	518.3	Hay and produce	do	10,000	12,500	
Warsaw, Ky	523.5	Tobacco, flour, and live-stock	do	80,000	100,000	
Florence, Ind	524.5	Hogs, hay, and produce	do	50,000	65,000	
Log Lick Landing, Ind	528.5	do	do	10,000	15,000	

Summary of the character and value of the Ohio River commerce by cities, towns, and principal landings, etc.—Continued.

Place.	Miles from Pittsburgh.	Exports.	Imports.	Estimated value in 1869.	Estimated value in 1886.	Remarks.
Vevay, Ind	533.0	Hay, hogs, and whisky	General merchandise	$300,000	$225,000	No distillery in operation now.
Ghent, Ky	533.0	Tobacco and flour	do	50,000	65,000	
Craig's Bar, Ind	537.2	Hay and grain	do	6,000	8,000	
Scott's Landing, Ky	538.0	do	do	2,000	3,500	
Carrollton, Ky	541.0	See Carrollton statistics		2,500,000	250,000	Local trade only given for 1886.
Brooksburgh, Ind	545.0	Grain, produce, etc	General merchandise	4,000	5,000	
Madison, Ind	553.5	See Madison statistics		12,000,000	975,000	Pork packing interest decayed.
Hanover Landing, Ind	557.3	Grain and produce	General merchandise	2,000	3,000	
Reed's Landing, Ind	561.2	Lumber and produce	do	10,000	12,000	
Marble Hill, Ind	566.3	Marble and stone	do	10,000	12,000	
Garrett's Landing, Ky	570.3	Tobacco and grain	do	10,000	15,000	
Bethlehem, Ind	570.9	Grain and hay	do	2,000	8,500	
Oldham's Landing, Ky	571.6	Tobacco and hay	do	10,000	15,000	
Westport, Ky	575.5	Tobacco, flour, whisky, etc	do	25,000	6,500	Reduced by railroad.
Herculaneum, Ind	580.5	Flour, hay, and produce	do	10,000	10,000	
Charlestown Landing, Ind	586.5	Lime, grain, etc	do	10,000	15,000	
Utica, Ind	591.4	Lime, cement, etc	do	100,000	150,000	
Jeffersonville, Ind	597.0	See Jeffersonville statistics		5,000,000	1,250,000	Only one ship-yard now in operation.
Louisville, Ky	598.0	See Louisville statistics		15,000,000	53,042,601	
Shippingport, Ky	600.5	do		500,000		Included in Louisville estimate for 1886.
Clarksville, Ind	600.5	See Jeffersonville statistics		100,000		Included in Jeffersonville estimate.
Portland, Ky	602.0	See Louisville statistics		4,000,000		Included in Louisville estimate.
New Albany, Ind	602.0	See New Albany statistics		$15,000,000	$2,152,500	Reduced by rail competition.
Knob Creek, Ind	612.0	Building stone	General merchandise	2,000	3,500	
Blunk's Landing, Ind	615.0	Sand and cut stone	do	5,000	8,000	
Stewart's Landing, Ind	616.3	Hay, grain, and produce	do	5,000	15,000	
Strong's Landing, Ind	621.0	Tobacco, grain, hay, etc	do	5,000	12,000	
Applegate's Landing, Ind	622.3	do	do	100,000	120,000	
West Point, Ky	624.3	do	do	50,000	75,000	
Evans's Landing, Ind	626.3	do	do	5,000	10,000	
New Boston, Ind	628.0	Hay, grain, and produce	do	5,000	10,000	
Otter Creek, Ky	631.0	Grain and produce	do	5,000	10,000	
Rock Haven, Ky	632.0	Tobacco, pork, flour, cotton, etc	do	50,000	25,000	No pork-packing done and cotton-mill closed.
Tobacco Landing, Ind	635.5	Tobacco, grain, hay, etc	do	5,000	12,000	

Brandenburgh, Ky	640.0	....do	....do	50,000	120,000	Considerable salt made here.
Mauckport, Ind	642.4	Hay, grain, and produce	....do	10,000	20,000	
Lopp's Landing, Ind	646.0	Cooper stuff and produce	....do	5,000	15,000	
Granny's Gut Run, Ky	648.5	Lime, grain, and produce	....do	10,000	15,000	
New Amsterdam, Ind	650.0	Grain and produce	....do	5,000	18,500	
Leavenworth, Ind	658.0	Tobacco, grain, lumber, etc	....do	50,000	125,000	
Fredonia, Ind	661.0	Grain and produce	....do	4,000	8,000	
Amos' Landing, Ind	665.3	....do	....do	2,000	5,000	
Cedar Branch, Ky	666.1	Lime and country produce	....do	3,000	6,500	
Hawkins' Landing, Ind	668.0	Grain, lumber, and produce	....do	3,000	8,000	
Wolf's Creek, Ky	671.0	....do	....do	10,000	12,500	
Alton, Ind	673.0	....do	....do	20,000	15,000	
Galey's Landing, Ind	675.5	Cooper stuff and produce	....do	10,000	12,000	
Reno, Ind	677.0	....do	....do	10,000	12,000	
Hatfield Landing, Ind	679.0	Grain and produce	General merchandise	10,000	12,000.	
Concordia, Ky	680.7	Cooper stuff, bark, and produce	....do	10,000	15,000	
Derby, Ind	686.5	Grain, bark, and produce	....do	10,000	25,000	
Cedar Grove Landing, Ky	687.5	Hay, grain, and produce	....do	3,000	5,000	
Cummings's Landing, Ind	687.5	....do	....do	3,000	5,000	
Rome, Ind	695.0	....do	....do	10,000	25,000	
Stevensport, Ky	695.0	Tobacco, flour, and produce	....do	90,000	115,000	
Holt's Landing, Ky	697.0	Fruit, hay, and produce	....do	10,000	10,000	
Cloverport, Ky	705.0	Tobacco, coal, flour, hay, etc	....do	150,000	250,000	
Tobinsport, Ind	705.0	Hay, grain, etc	....do	5,000	8,000	
Hogg's Point, Ind	708.5	....do	....do	10,000	10,000	
Deer Creek, Ind	712.4	Grain and produce	....do	10,000	10,000	
Rock Island, Ind	713.0	Coal and stone	....do	1,000,000	220,000	Overestimated in 1869.
Hawesville, Ky	717.0	Coal, tobacco, and general produce.	....do	100,000	200,000	
Cannelton, Ind	717.0	See Cannelton statistics		500,000	850,000	
Tell City, Ind	720.0	See Tell City statistics		150,000	900,000	
Troy, Ind	724.0	Flour, produce, and crockery	General merchandise	150,000	200,000	
Emrick's Landing, Ky	727.0	Grain and produce	....do	10,000	12,500	
Woodland, Ind	729.2	Coal	....do	10,000	10,000	
Lewisport, Ky	731.0	Tobacco, grain, and produce	....do	25,000	40,000	
Grand View, Ind	735.5	....do	....do	100,000	65,000	Overestimated in 1869.
Honey Creek, Ind	738.3	Coal and hay	....do	30,000	25,000	Output of mines diminished.
Rockport, Ind	740.5	See Rockport statistics		150,000	275,000	Trade reduced by railroad.
Landing, Ky	742.0	Grain, hay, and produce	General merchandise	15,000	20,000	
Snider's Landing, Ind	744.5	....do	....do	5,000	6,500	
Owensborough, Ky	749.0	See Owensborough statistics		1,000,000	2,329,300	
Bon Harbor, Ky	752.0	Coal, tobacco, and grain	General merchandise	10,000	12,500	
Enterprise, Ky	755.5	Grain and produce	....do	10,000	15,000	
Point Isabel, Ind	758.0	....do	....do	10,000	12,000	
Grissen's Landing, Ky	758.0	Whisky, grain, etc	....do	10,000	12,000	
Tobacco Warehouse, Ky	767.5	Tobacco and grain	....do	30,000	45,000	
Newburgh, Ind	769.8	Coal and general produce	....do	200,000	255,000	
Evansville, Ind	783.0	See Evansville statistics		12,500,000	4,479,600	
Tobacco Bend, Ky	785.5	Tobacco, grain, etc	General merchandise	50,000	65,000	
Dutch Bend, Ind	788.0	Grain and produce	....do	50,000	50,000	

Summary of the character and value of the Ohio River commerce by cities, towns, and principal landings for the years 1869 *and* 1886, *etc.*—Continued

Place.	Miles from Pittsburgh.	Exports.	Imports.	Estimated value in 1869.	Estimated value in 1886.	Remarks.
Henderson, Ky	794.5	See Henderson statistics		$3,000,000	$792,400	Reduced by railroad competition.
Maxwell's Landing, Ind	796.0	Grain and produce	General merchandise	20,000	25,000	
Landing, Ind	805.0	do	do	10,000	12,000	
West Franklin, Ind	807.5	Grain, cooper stuff, etc	do	20,000	12,000	Do.
Walnut Bend Landing, Ky	814.0	Grain, tobacco, and produce	do	50,000	20,000	Do.
New York Landing, Ky	815.7	do	do	5,000	50,000	
Mt. Vernon, Ind	818.5	Grain, hominy, flour, tobacco, etc.	do	500,000	275,000	Do.
Floyd's Landing, Ind	823.5	Grain and produce	do	10,000	12,000	
Uniontown, Ky	832.5	Tobacco, coal, grain, flour, etc	do	350,000	460,000	
Wabash River, Ind	838.2	Grain, flour, and produce	do	15,000,000	1,875,000	Traffic reduced by railroads.
Raleigh, Ky	843.3	Tobacco, grain, etc	do	20,000	25,000	
Shawneetown, Ill	848.0	Flour, tobacco, grain, etc	do	500,000	150,000	Reduced by rail competition.
Coal Works, Ill	850.0	Coal	do	50,000	75,000	
Curlew Coal Works, Ky	857.5	do	do	5,000	25,000	
Sellars, Ky	857.9	Coal and paper	Cane poles and general merchandise.	5,000	5,000	No paper mill now in operation.
Shotwell's, Ky	859.3	Coal	General merchandise	200,000	250,000	
Caseyville, Ky	860.5	Coal, tobacco, grain, etc	do	150,000	300,000	Tradewater Creek trade in lumber and logs.
Battery Rock, Ill	860.5	Coal	General merchandise	50,000	50,000	
Weston, Ky	864.2	Grain and produce	do	20,000	25,000	
Ford's Ferry, Ky	866.0	Tobacco, grain, hemp, etc	do	75,000	100,000	
Cave-in-Rock, Ill	869.0	Tobacco and country produce	do	10,000	35,000	
Big Hurricane Creek, Ky	873.7	Tobacco, hemp, grain, etc	do	15,000	20,000	Very little hemp grown now.
Elizabethtown, Ill	877.0	Grain, tobacco, pig metal, and lead.	do	250,000	175,000	Furnace not in blast.
Rose Claire, Ill	879.5	Lead, grain, etc	do	50,000	25,000	
Carrsville, Ky	881.5	Tobacco, hemp, and grain	do	20,000	25,000	
Drake's Coal Mines, Ky	882.3	Coal	do	50,000	65,000	
Parkson's Landing, Ill	884.2	Grain, tobacco, and produce	do	10,000	12,500	
Buena Vista, Ill	886.6	do	do	5,000	12,500	
Golconda, Ill	890.3	Tobacco, hemp, shingles, etc	do	100,000	185,000	
Bay City, Ill	899.0	Grain, produce, and lumber	do	10,000	20,000	
Mill Bayou, Ky	900.0	Lumber, grain, etc	do	10,000	15,000	
Birdsville, Ky	902.5	Tobacco, grain, hemp, etc	do	10,000	15,000	
Smithland, Ky	907.5	Produce, tobacco, lumber, etc	do	30,000,000	120,000	Local trade only for 1886.
Pull Tight, Ill	909.5	Produce, shingles, and cooper stuff.	do	30,000	45,000	
Paducah, Ky	919.5	See Paducah statistics		40,000,000	2,803,680	Do.

Brooklyn, Ill.	923.0	Grain, shingles, etc.	General merchandise	50,000	25,000	Reduced by railroad competition.
Metropolis, Ill.	929.2	Hulls, produce, tobacco, etc.	do.	200,000	120,000	Do.
Fletcher's Landing, Ill.	937.0	Grain and produce	do.	10,000	12,000	
Hilderman's Landing, Ill.	939.0	do.	do.	10,000	12,000	
Wilkinson's Landing, Ill.	942.5	do.	do.	5,000	10,000	
Eccles' Landing, Ill.	948.7	do.	do.	5,000	10,000	
Caledonia Landing, Ill.	951.0	Lumber, grain, tobacco, hemp, etc.	do.	10,000	15,000	
Landing, Ky.	955.0	Tobacco, hemp, etc.	do.	10,000	12,000	
Kelsey's Landing, Ill.	956.0	Grain and produce	do.	10,000	12,000	
Mound City, Ill.	959.0	Hulls, etc.	Lumber and general merchandise.	150,000	75,000	Do.
Cairo, Ill.	967.0	See Cairo statistics		20,000,000	7,729,202	Do.
Total trade of Ohio River by landings.				591,754,000	253,481,783	

COMMERCE BY RAIL AND FERRY, CROSSING THE OHIO RIVER AT POINTS NAMED, DURING THE COMMERCIAL YEAR 1886.

No branch of the present inquiry has presented such difficulties in procuring statistics as this respecting the amount, direction, and character of transfluvial trade carried into the States lying adjacent to the Ohio River. Chief of these difficulties has been the indifference shown by several railway lines most naturally interested in the scope and design of this report. A careful explanation of the facts desired from each company, together with an urgent request to be supplied therewith, has been preferred to all the roads engaged in a cross-river carrying trade, with the rather meager results presented in the following tables. Some of the more important lines failed to make any response whatever, others excused themselves by stating that their records were not so kept as to be rendered available upon the points desired to be covered here, while others still could only give in a broad and general way what would have been far more valuable in detail.

Credit should be prominently given to those lines which have endeavored to co-operate with the work of the Bureau, especially to the Louisville and Nashville Railroad Company, whose admirably kept tonnage statistics are models of their class, and probably are without a rival anywhere in this country.

The statistics collected are given in the order, as nearly as possible, in which the river is crossed by rail, beginning with Beaver, Pa., and following the river to its mouth.

Tonnage forwarded and received by the Pittsburgh and Lake Erie Railroad, passing over the Ohio River at Beaver, Pa., and average value of the same, from September 1, 1886, *to September* 1, 1887:

Classification.	Tons North.	Tons South.	Total.	Average value.
Miscellaneous	13,984	37,048	51,032	$10,206,400.00
Coal	1,039,467	53	1,039,520	1,039,520.00
Coke	338,366	.....	338,366	609,058.80
Iron and other ore	1,248	290,604	291,852	2,188,890.00
Pig-iron	199	64,512	64,711	1,423,642.00
Steel rails	27,449	3,398	30,847	1,064,221.50
Scrap iron	1,183	40,175	41,358	765,123.00
Other iron and castings	161,905	18,219	180,124	10,807,440.00
Cinder	32,084	2,353	34,437	98,145.45
Limestone	21	39,665	39,686	43,654.60
Other stone and sand	819	14,225	15,044	180,528.00
Fire brick and clay	1,967	5,077	7,044	56,352.00
Glass	14,877	929	15,806	1,580,600.00
Petroleum	6,710	1,379	8,089	161,780.00
Grain	207	12,140	12,347	246,940.00
Flour	17	4,284	4,301	172,040.00
Live-stock	419	80	499	59,880.00
Lumber	1,178	32,436	33,614	605,052.00
Animal products	136	1,596	1,732	173,200.00
	1,642,236	568,173	2,210,409	31,428,467.35

Freight cars:	
North	130,560
South	132,240
Total	262,800
Passenger cars:	
North	9,844
South	9,192
Total	19,036

Classified tonnage of freight and number of passengers carried by Pittsburgh, Cincinnati and Saint Louis Railway for each year named. *

Classified tonnage.	1881.	1882.	1883.	1884.	1885.	1886.
Products of the forest:						
Lumber	112,481	108,562	103,013	87,719	111,690	189,579
Other articles	10,094	6,292	3,437	5,395	9,330	9,789
Products of mines:						
Coal	1,116,083	976,458	1,364,304	1,683,972	1,638,128	1,781,588
Coke	242,249	336,948	252,602	133,338	197,058	309,096
Ore	112,213	81,189	66,692	63,905	122,732	120,437
Stone, lime, and other articles	69,714	66,887	63,874	79,442	91,786	132,867
Products of animals:						
Live stock	189,049	155,097	249,022	223,740	209,868	160,853
Provisions, etc	61,838	59,536	59,085	60,416	102,584	129,558
Products of agriculture:						
Flour	87,135	93,730	75,775	74,408	96,478	75,574
Grain	349,920	354,411	276,314	308,455	424,982	399,373
Other articles	163,358	173,999	178,659	192,566	271,691	209,763
Manufactures:						
Petroleum	18,690	11,147	13,937	9,589	14,013	89,206
Pig and bloom iron	60,235	17,804	10,195	9,686	47,426	138,269
Iron and steel rails	68,248	79,213	108,704	69,573	51,015	151,782
Other iron and castings	97,822	74,333	78,198	78,531	79,312	217,840
Other articles	455,775	448,372	482,340	459,643	540,917	621,142
Merchandise	59,237	65,091	64,503	79,082	42,624	85,046
Miscellaneous	23,703	16,576	15,890	11,459	14,752	43,127
Total foreign	1,391,980	1,485,711	1,543,235	1,376,795	1,819,554	1,958,485
Total local	1,905,864	1,639,934	2,013,309	2,254,124	2,246,832	2,906,404
Grand total	3,297,844	3,125,645	3,466,544	3,630,919	4,066,386	4,864,889

* No values could be obtained for freight tonnages.

PASSENGERS CARRIED.

	1881.	1882.	1883.	1884.	1885.	1886.
Local	908,491	1,063,194	1,140,168	1,229,993	1,146,679	1,232,465
Foreign	108,940	98,344	95,815	93,081	114,748	88,967

Total local for six years	6,720,990
Total foreign for six years	599,695
Grand total for six years	7,320,685

Loads and empties taken over the Ohio River bridge at Steubenville, Ohio, during the year 1886.

Months.	East.		West.	
	Loads.	Empties.	Loads.	Empties.
January	8,580	2,968	8,642	2,581
February	8,389	1,773	8,571	1,551
March	8,005	2,889	10,210	1,115
April	7,076	3,480	10,076	1,193
May	8,222	3,084	9,958	1,757
June	8,352	4,420	11,325	1,705
July	10,179	3,414	10,530	1,868
August	11,079	3,152	11,556	1,676
September	9,450	3,336	12,016	1,472
October	10,086	4,490	11,717	1,478
November	10,020	4,230	11,973	1,327
December	11,055	3,155	11,452	1,484
Total	110,593	40,391	128,026	19,207

	Car-loads.
West bound:	
Merchandise and miscellaneous freight	35,000
Iron and steel rails	7,500
Bituminous coal	40,000
Coke	14,000
Total	96,500
East bound:	
Merchandise and miscellaneous freight	65,000
Flour, grain, provisions, etc	40,000
Live-stock	16,500
Total	121,500

The difference between these latter car-load figures and the totals of East and West bound loaded cars for 1886 is covered by loaded ore-cars not listed.

Movements of freight and passengers by Cincinnati, Washington and Baltimore Railroad over Ohio River bridge at Parkersburgh, W. Va., for years 1883 *to* 1886, *inclusive.**

Year.	Tonnage through freights.		Total tonnage freights, all kinds, including local.	Total through passengers.		Total passengers, including local.
	East bound.	West bound.		East bound.	West bound.	
1883	188,371	137,031	947,393	20,418	22,942	1,090,876
1884	240,004	104,467	1,080,667	17,193	20,599	1,051,953
1885	283,162	98,212	1,258.932	13,025	18,755	961,300
1886	300,433	126,009	1,465,188	13,864	41,031	1,126,466
Total	1,011,970	465,719	4,752,180	64,500	103,327	4,230,595

*No values of freight tonnage could be obtained, as same are not recorded by the company.

Cincinnati, New Orleans and Texas Pacific Railway.

[Lessee of the Cincinnati Southern Railway.]

Year.	Total freight tonnage.	Total freight tonnage.		Total passengers carried.
		South-bound (estimated).	North-bound (estimated).	
1883	969,600	429,273	540,327	597,975
1884	1,047,066	476,058	571,008	639,902
1885	1,109,653	497,830	611,823	587,175
1886	1,319,836	580,149	739,687	568,508
Total	4,446,155	1,983,310	2,462,845	2,393,560

Tonnage and classification of freights for the several divisions of the Louisville and Nashville Railroad, reaching and crossing the Ohio River, showing direction of same for four commercial years.

CINCINNATI DIVISION.

Classification.	1882-'83.			1883-'84.			1884-'85.			1885-'86.		
	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.
Agricultural products.												
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Hay and hemp	1,996	2,227	4,223	333	4,443	4,776	1,599	6,991	8,590	2,645	9,004	11,649
Cotton	10,790	327	11,117	22,328	149	22,477	27,976	61	28,037	11,880	12	11,892
Corn	8,749	4,882	13,631	11,734	8,592	20,326	33,350	24,617	57,967	47,484	25,790	73,274
Wheat	27,291	4,034	31,325	9,957	2,775	12,732	20,891	5,693	26,584	2,399	35,224	37,625
Other grain	2,777	2,169	4,946	7,085	5,839	12,924	3,195	18,998	22,193	3,216	25,303	28,519
Fruit and vegetables	14,160	1,382	15,542	19,015	1,061	20,076	12,703	2,486	15,189	3,598	3,017	6,615
Potatoes and onions	2,902	2,616	5,518	13,867	3,257	17,124	11,943	5,235	17,178	6,711	3,524	10,235
Leaf tobacco	9,442	2,311	11,753	26,990	2,362	29,352	37,899	3,433	41,332	23,200	3,974	27,174
Animal products.												
Cattle	7,815	550	8,365	13,541	977	14,518	12,880	901	13,781	10,999	467	11,466
Horses and mules	2,801	562	3,363	3,771	952	4,723	3,219	689	3,908	3,039	797	3,836
Hogs	4,452	937	5,389	14,194	1,080	15,274	5,678	1,182	6,860	5,241	982	6,223
Sheep	6,059	146	6,205	6,171	162	6,333	6,732	56	6,788	6,024	81	6,105
Products of the forest.												
Logs and timber	4,363	239	4,602	5,093	725	5,818	4,340	195	4,535	4,469	840	5,309
Lumber	25,659	13,458	39,117	37,122	14,465	51,587	64,679	14,179	78,858	13,483	13,985	27,468
Staves, hoop-poles, and posts	7,043	2,099	9,142	8,269	3,572	11,841	14,057	4,082	18,139	7,770	3,807	11,577
Tan-bark and wood	624	29	653	127	108	235	253	110	363	128	381	509
Products of mines.												
Building rock and sand	2,816	1,195	4,011	2,193	1,983	4,176	4,251	3,494	7,745	1,192	3,116	5,308
Coal and coke	26,330	24,034	50,364	35,484	20,515	55,999	50,159	25,109	75,268	39,623	24,939	64,562
Furnace rock	.....	13	13	.....	.....	.....	.....	28	28	.....	.....	.....
Ore	45	.....	45	20	.....	20	275	18	293	60	.....	60
Manufactures.												
Agricultural implements	570	4,039	5,009	1,205	4,748	5,953	760	2,990	3,750	526	2,471	2,997
Brick	1,777	4,205	5,982	960	2,697	3,657	380	3,882	4,262	1,133	4,783	5,916
Cement	4,840	388	5,228	5,067	940	6,007	5,527	2,802	8,329	5,160	2,444	7,604
Cotton ties and bag'ng	95	322	417	120	129	249	134	629	763	.....	1,767	1,767
Fertilizers	1,311	815	2,126	5,241	4,250	9,491	3,560	3,239	6,799	2,306	3,538	5,844
Furniture	81	118	199	155	304	459	357	872	1,229	380	300	680
Machinery	375	4,047	4,822	812	2,849	3,661	593	4,857	5,450	179	4,981	5,160
Manufactured iron	3,079	21,052	24,131	4,282	25,310	29,592	7,070	25,847	32,917	2,990	27,712	30,702
Pig-iron	26,560	511	27,071	40,139	202	40,341	30,545	290	30,835	718	295	1,013
Nails	549	405	954	218	848	1,066	353	2,277	2,630	566	636	1,202
Merchandise.												
Bacon and lard	2,882	2,950	5,832	4,530	4,811	9,351	4,019	20,129	24,148	7,125	30,092	37,217
Beef and pork	304	829	1,133	262	95	357	197	1,117	1,314	201	787	988
Beer	127	5,754	5,881	488	4,109	4,597	1,894	6,578	8,472	4,347	8,695	13,042
Coal-oil and petroleum	1,022	916	1,938	1,477	1,488	2,965	729	2,055	2,784	840	1,549	2,389
Cotton-seed oil	3,211	24	3,235	6,490	372	6,862	4,853	151	5,004	1,986	76	2,062
Flour and meal	4,775	3,432	8,207	3,662	2,908	6,570	5,900	3,351	9,251	4,013	11,417	15,430
Liquor	16,127	3,695	19,822	18,540	6,396	24,936	19,997	6,688	26,685	7,100	8,029	15,129
Naval stores	3,857	180	4,037	2,874	32	2,906	3,708	98	3,806	1,261	217	1,478

Tonnage and classifications of freights for the several divisions of the Louisville and Nashville Railroad, etc.—Continued.

CINCINNATI DIVISION—Continued.

Classification.	1882-'83.			1883-'84.			1884-'85.			1885-'86.		
	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.
Salt	1,905	2,104	4,009	1,226	2,387	3,613	1,697	1,753	3,450	1,356	3,101	4,457
Sugar and molasses	5,661	2,919	8,580	4,258	1,444	5,702	4,982	1,955	6,937	5,834	3,707	9,541
Coffee	360	1,624	1,984	435	1,195	1.630	342	1,485	1,827	226	1,197	1,423
Miscellaneous	54,263	61,239	115,502	60,542	65,852	126,394	71,088	66,664	137,752	54,396	76,486	130,882

MAIN STEM.

Agricultural products.												
Hay and hemp	1,070	3,818	4,888	1,903	6,595	8,498	1,226	11,270	12,496	638	5,527	6,165
Cotton	14,322	107	14,429	6,279	301	6,580	355	73	428	507	22	529
Corn	6,219	4,373	10,592	515	18,623	19,138	355	39,283	39,638	697	33,717	34,414
Wheat	10,027	14,216	24,243	2,010	17,552	19,562	2,497	8,565	11,062	679	21,609	22,288
Other grain	636	3,857	4,493	327	11,728	12,055	1,317	14,424	15,741	168	13,973	14,141
Fruit and vegetables	8,933	4,337	13,270	15,162	2,956	18,118	5,830	7,570	13,400	7,675	5,940	13,615
Potatoes and onions	4,779	7,294	12,073	8,582	9,276	17,858	5,881	11,502	17,383	4,985	6,648	11,633
Leaf tobacco	10,297	1,439	11,736	10,170	1,798	11,968	13,793	1,795	15,588	14,567	2,019	16,586
Animal products.												
Cattle	10,725	1,497	12,222	13,821	1,927	15,748	9,233	1,682	10,915	9,928	1,022	10,950
Horses and mules	1,849	4,799	6,648	1,536	4,846	6,382	1,161	4,436	5,597	1,424	3,649	5,073
Hogs	11,082	540	11,622	17,323	485	17,808	10,312	298	10,610	8,452	352	8,804
Sheep	3,075	197	3,272	2,937	194	3,131	2,002	108	2,110	1,976	90	2,066
Products of the forest.												
Logs and timber	13,188	914	14,102	4,074	1,020	5,094	4,012	1,602	5,614	5,486	2,760	8,246
Lumber	44,015	5,692	49,707	31,047	9,070	40,117	28,315	7,456	35,771	34,281	3,979	38,260
Staves, hoop-poles, and posts	3,819	5,582	9,401	2,332	6,915	9,247	3,144	6,664	9,808	2,306	3,026	5,332
Tan-bark and wood	8,252	2,747	10,999	7,669	2,047	9,716	7,407	632	8,039	7,312	719	8,031
Products of mines.												
Building rock and sand	3,926	4,921	8,847	4,282	3,365	7,947	3,872	6,233	10,105	3,742	11,187	14,929
Coal and coke	2,058	12,275	14,333	242	12,849	13,091	214	19,822	20,036	286	13,863	14,149
Furnace rock	.....	17	17	.....	.....	.....	.....	12	12	.....	.....	.....
Ore	612	41	653	20	.....	20	95	19	114	88	.....	88
Manufactures.												
Agricultural implements	175	7,866	8,041	213	11,936	12,149	161	8,444	8,605	335	3,790	4,125
Brick	129	5,488	5,617	233	4,614	4,847	184	3,324	3,508	133	2,910	3,043
Cement	107	12,070	12,177	22	7,896	7,918	100	9,576	9,676	55	8,487	8,542
Cotton ties and bagging	98	1,940	2,038	73	1,345	1,418	73	2,009	2,082	29	733	762
Fertilizers	2,822	1,287	4,109	4,020	6,820	10,840	2,144	7,281	9,425	2,817	4,088	6,905
Furniture	3	534	537	17	1,409	1,426	69	3,648	3,717	28	1,716	1,744
Machinery	277	9,101	9,378	163	5,159	5,322	144	7,125	7,269	234	2,395	2,629
Manufactured iron	455	16,216	16,671	2,643	27,332	29,975	452	29,866	30,318	380	20,918	21,298
Pig-iron	58,853	408	59,261	40,689	451	41,140	45,291	41	45,332	58,371	41	58,412
Nails	116	5,247	5,363	43	4,282	4,325	59	6,077	6,136	78	264	3,342

Tonnage and classification of freights for the several divisions of the Louisville and Nashville Railroad, etc.—Continued.

MAIN STEM—Continued.

Classification.	1882-'83.			1883-'84.			1884-'85.			1885-'86.		
	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.
Merchandise.												
Bacon and lard	192	24,089	24,281	174	33,097	33,271	312	38,305	38,617	226	34,976	35,202
Beef and pork	49	3,579	3,628	16	683	699	12	995	1,007	1	1,209	1,210
Beer	28	13,229	13,257	15	10,358	10,373	1	11,335	11,336	3	4,586	4,589
Coal-oil and petroleum	427	16,649	17,076	226	20,393	20,619	135	20,008	20,143	108	18,342	18,450
Cotton-seed-oil	356	40	396	714	455	1,169	746	587	1,333	987	1	988
Flour and meal	637	17,137	17,774	777	16,382	17,159	1,020	20,585	21,605	1,118	23,216	24,334
Liquor	644	9,986	10,630	534	11,158	11,692	805	10,615	11,420	1,116	4,350	5,466
Naval stores	4,791	1,333	6,124	5,822	4,678	10,500	2,096	796	2,892	2,052	121	2,173
Salt	244	22,543	22,787	362	21,156	21,518	308	22,661	22,969	259	22,246	22,505
Sugar and molasses	554	4,086	4,640	456	3,545	4,001	374	5,514	5,888	400	3,781	4,181
Coffee	162	1,861	2,023	180	1,830	2,010	321	3,035	3,356	146	1,567	1,713
Miscellaneous	30,287	240,209	270,496	47,466	288,495	335,961	53,964	211,465	265,429	61,944	206,632	268,576

HENDERSON DIVISION.

Agricultural products.												
Hay and hemp	160	10,900	11,060	245	22,595	22,840	325	22,720	23,045	214	29,892	30,106
Cotton	40	150	190	42	.....	42	57	1	58	72	1	73
Corn	2,331	10,912	13,243	1,402	34,237	35,639	644	33,087	33,731	237	37,192	37,429
Wheat	13,386	15,171	28,557	2,039	15,791	17,830	3,681	17,838	21,519	115	13,808	13,923
Other grain	240	10,859	11,099	125	11,123	11,248	862	15,742	16,604	256	15,512	15,768
Fruit and vegetables	784	890	1,674	1,634	598	2,232	1,917	980	2,897	3,194	791	3,985
Potatoes and onions	1,607	1,215	2,822	1,595	949	2,544	989	2,180	3,169	610	1,278	1,888
Leaf tobacco	12,822	4,863	17,685	16,085	7,320	23,405	10,910	8,886	19,796	20,909	13,631	34,540
Animal products.												
Cattle	728	918	1,646	789	1,347	2,136	627	1,253	1,880	723	1,070	1,793
Horses and mules	198	333	531	260	442	702	325	319	644	217	328	545
Hogs	392	762	1,154	764	2,094	2,858	380	1,379	1,759	245	361	606
Sheep	48	206	254	51	391	442	26	280	306	65	106	171
Products of the forest.												
Logs and timber	4,964	549	5,513	1,866	273	2,139	2,146	1,416	3,562	790	3,052	3,842
Lumber	26,902	7,230	34,132	24,480	5,193	29,673	25,553	5,581	31,134	21,315	6,266	27,581
Staves, hoop-poles, and posts	3,111	1,034	4,145	1,686	1,637	3,323	2,523	1,552	4,075	1,137	1,117	2,254
Tan-bark and wood	125	135	260	22	1,426	1,448	105	2,599	2,704	311	3,604	3,915
Products of mines.												
Building rock and sand	3,748	507	4,255	7,820	1,485	9,305	7,191	9,786	16,977	13,816	133	13,949
Coal and coke	29,052	196,083	225,135	32,088	200,292	232,380	39,217	182,540	221,757	36,237	164,867	201,104
Ore	4,247	28	4,275	.....	12	12	.....	.....	.....	.....	.....	.....
Manufactures.												
Agricultural implements	229	1,013	1,242	301	1,586	1,887	214	410	624	517	639	1,156
Brick	321	553	874	240	1,132	1,372	818	921	1,739	605	588	1,193

Tonnage and classification of freights for the several divisions of the Louisville and Nashville Railroad, etc.—Continued.

HENDERSON DIVISION—Continued.

Classification.	1882-'83.			1883-'84.			1884-'85.			1885-'86.		
	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.
Manufactures—Continued.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Cement	58	62	120	41	64	105	104	89	193	77	109	186
Cotton ties and bagging	34	4	38	19	.....	19	72	101	173	76	36	112
Fertilizers	248	611	859	1,081	750	1,831	1,252	840	2,092	1,788	1,604	3,392
Furniture	16	604	620	105	644	749	54	1,673	1,727	79	472	551
Machinery	204	421	625	95	518	613	127	837	964	196	700	896
Manufactured iron	200	725	925	122	621	743	431	4,412	4,843	227	422	649
Pig-iron	18,352	13	18,365	14,643	.....	14,643	13,874	17	13,891	17,983	.....	17,983
Nails	40	144	184	66	83	149	75	193	268	130	122	252
Merchandise.												
Bacon and lard	60	12,341	12,401	44	13,325	13,369	68	17,467	17,535	126	18,494	18,620
Beef and pork	3	3,825	3,828	1	826	827	2	896	898	1	736	737
Beer	10	973	983	3	1,490	1,493	11	2,469	2,480	8	5,385	5,393
Coal oil and petroleum	73	306	379	119	262	381	78	367	445	95	357	452
Cotton-seed oil	1	19	20	90	.....	90	108	1	109	.....	.....	.....
Flour and meal	689	27,845	28,534	669	30,085	30,754	970	33,884	34,854	1,169	38,890	40,059
Liquor	1,532	2,769	4,301	1,440	3,795	5,235	1,347	3,094	4,441	1,238	3,029	4,262
Naval stores	107	35	142	123	5	128	124	20	144	495	1	496
Salt	149	565	714	151	687	838	162	927	1,089	115	679	794
Sugar and molasses	287	1,036	1,323	459	1,070	1,529	358	1,390	1,748	473	3,894	4,367
Coffee	68	119	187	46	125	171	61	136	197	50	78	128
Miscellaneous	9,348	18,484	27,832	9,659	31,415	41,074	10,544	33,454	43,99	816,883	46,146	63,029

SAINT LOUIS DIVISION.

Agricultural products.												
Hay and hemp	65	732	797	361	2,981	3,342	468	6,539	7,007	142	13,220	13,362
Cotton	5	91	96	69	1,379	1,448	30	1,843	1,873	33	80	113
Corn	2,393	4,369	6,762	4,777	20,687	25,464	1,444	57,289	58,733	1,500	61,214	62,714
Wheat	18,717	26,153	44,870	11,299	13,787	25,086	11,026	10,171	21,197	7,247	7,996	15,243
Other grain	695	3,294	3,989	260	6,549	6,809	986	7,342	8,328	2,030	16,504	18,534
Fruit and vegetables	1,038	1,279	2,417	3,068	2,073	5,141	537	1,097	1,634	2,197	916	3,113
Potatoes and onions	1,990	386	2,376	641	247	888	543	321	864	1,326	1,071	2,397
Leaf tobacco	226	436	662	715	1,660	2,375	750	1,162	1,912	2,572	2,202	4,774
Animal products.												
Cattle	1,404	475	1,879	2,991	594	3,585	1,514	522	2,036	1,478	371	1,849
Horses and mules	403	1,465	1,868	818	1,968	2,786	877	1,921	2,798	928	2,050	2,978
Hogs	1,788	489	2,277	3,990	759	4,749	2,709	513	3,222	4,916	354	5,270
Sheep	246	132	378	340	29	369	782	82	864	964	50	1,014
Products of the forest.												
Logs and timber	12,671	812	13,483	13,872	2,434	16,306	32,634	1,816	34,450	18,413	1,482	19,895
Lumber	25,524	10,597	36,121	18,241	7,688	25,929	12,286	4,974	17,260	18,156	4,573	22,729
Staves, hoop-poles, and posts	3,790	2,951	6,741	2,130	2,783	4,913	1,558	3,748	5,306	3,341	4,146	7,487
Tan-bark and wood	3,517	.....	3,517	3,330	68	3,398	4,071	2	4,073	4,024	23	4,047

Tonnage and classification of freights for the several divisions of the Louisville and Nashville Railroad, etc.—Continued.

SAINT LOUIS DIVISION—Continued.

Classification.	1882-'83.			1883-'84.			1884-'85.			1885-'86.		
	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.	North.	South.	Total.
Products of mines.												
Building rock and sand	4,045	2,143	6,188	3,625	917	4,542	3,339	3,286	5,625	5,097	3,884	8,981
Coal and coke	255,487	11,924	267,411	246,834	14,542	261,376	268,500	16,190	284,690	226,163	11,619	237,782
Ore	.....	1,075	1,075	.....	864	864	.....	418	418	.....	1,173	1,173
Manufactures.												
Agricultural implements	902	548	1,450	961	572	1,533	564	369	933	337	502	839
Brick	751	1,781	2,532	997	1,208	2,205	1,018	657	1,675	693	2,066	2,759
Cement	1,200	1,247	2,447	5,423	1,455	6,878	855	1,295	2,150	8,479	837	9,316
Cotton ties and bagging	30	91	121	128	213	341	1,568	100	1,668	71	704	775
Fertilizers	297	707	1,004	75	2,865	2,940	10	1,995	2,005	316	2,200	2,516
Furniture	332	14	346	507	72	579	566	45	611	472	34	506
Machinery	218	461	679	191	633	824	284	413	697	280	606	886
Manufactured iron	3,395	947	4,342	4,402	3,655	8,057	6,419	4,736	11,155	10,609	3,761	14,370
Pig-iron	85	846	931	1,002	1,395	2,397	409	2,196	2,605	857	6,090	6,947
Nails	3,252	152	3,404	8,725	522	9,247	13,848	2,646	16,494	5,957	423	6,380
Merchandise.												
Bacon and lard	193	12,576	12,769	114	15,837	15,951	268	10,601	10,869	181	20,134	20,315
Beef and pork	5	309	314	3	98	101	3	1,448	1,451	5	352	357
Beer	318	1,756	2,074	301	1,895	2,196	243	2,787	3,030	232	6,217	6,449
Coal oil and petroleum	358	275	633	387	336	723	469	432	901	507	389	896
Cotton-seed oil	44	35	79	399	50	449	.....	88	88	.....	5	5
Flour and meal	19,400	38,851	58,251	6,503	45,197	51,700	4,989	50,779	55,768	4,205	40,759	44,964
Liquor	2,586	355	2,941	5,036	745	5,781	5,040	228	5,268	4,754	323	5,077
Naval stores	1	6	7	.....	15	15	458	254	712	92	95	187
Salt	909	594	1,503	1,025	187	1,212	794	432	1,226	556	478	1,034
Sugar and molasses	853	1,201	2,054	1,091	496	1,587	1,183	866	2,049	4,084	727	4,811
Coffee	256	205	461	780	54	834	529	147	676	1,041	136	1,177
Miscellaneous	24,955	96,558	121,513	112,872	80,572	193,444	104,317	65,593	169,910	99,835	57,644	157,479

Tonnage of freights carried over the Ohio River at Cairo by the Illinois Central Railroad, by transfer boats, during years named.

Years.	South.	North.	Total.
	Pounds.	*Pounds.*	*Pounds.*
1882	415,016,800	302,883,500	717,900,300
1883	455,328,300	335,957,700	791,286,000
1884	480,114,500	323,916,400	804,030,900
1885	562,246,300	327,003,100	889,249,400
1886	557,558,300	434,890,400	992,448,700
Total	.....	.....	4,194,915,300

General Manager E. T. Jeffery, of whom the above statistics were procured, was unable to give any classification or values of freights asked for, as the road does not keep records in such form as would enable such information to be supplied.

Statement of tonnage carried between East Cairo and Cairo, Ills., by the transfer boats of the Mobile and Ohio Railroad Company, for the years named.

Twelve months ended June 30—	North.	South.
	Tons.	*Tons.*
1883	25,777	27,228
1884	26,052	38,003
1885	24,229	47,976
1886	50,866	70,060
1887	59,636	115,549
Total	186,560	198,816

No statistics of values of freight tonnages could be procured from this company.

RECAPITULATION.

Names of roads crossing the river.	Total tons carried across river.			
	Eastward.	Westward.	Northward.	Southward.
Pittsburgh and Lake Erie (crossing at Beaver, Pa.)	568,173	1,642,236		
Pittsburgh, Cincinnati and Saint Louis Railway (crossing at Steubenville, Ohio)	121,500	96,500		
Baltimore and Ohio Railroad—Central Division (crossing at Bellaire, Ohio)	*725,000	*1,450,000		
Cincinnati, Washington and Baltimore (crossing at Parkersburgh, W. Va.)	300,433	126,009		
Kanawha and Ohio (crossing at Point Pleasant, W. Va.)	*17,274	*9,500		
Louisville and Nashville—Cincinnati Division (crossing at Newport, Ky.)			555,452	486,626
Saint Louis, New Orleans and Texas Pacific—Cincinnati Southern (crossing at Covington, Ky.)			879,892	439,836
Louisville and Nashville—main line (cross- at Louisville, Ky.)			739,143	652,874
Louisville and Nashville—Henderson Division (crossing at Henderson, Ky.)			244,436	541,988
Louisville and Nashville—Saint Louis Division (Shawneetown, Ill., by ferry)			494,519	277,273
Illinois Central (crossing at Cairo by ferry)			217,445	278,779
Mobile and Ohio (crossing at Cairo by ferry)			59,636	115,549
Totals	1,732,380	5,324,245	3,190,523	2,792,925

* Estimated.

In addition to the foregoing there are, for the year 1886, 829,367 tons of south-bound freights and 77,203 north-bound freights received and dispatched at Cairo by other railroads. Besides this addition the total carriage of cross-river freights by registered ferry-boats must not be omitted from the general footing of this class of commerce, since, in most instances, the ferries are run in the interest of some more or less closely competing and connecting line of railroad where no bridge spans the river.

The final summary of cross-river freights may then be expressed as follows:

Total cross-river tonnage by rail (1886):	
North	3,267,723
South	3,622,292
East	1,732,380
West	5,324,245
Total cross-river tonnage by ferry-boat (1886)	156,685
Total tonnage (1886) by rail and ferry	14,103,328

At the very low valuation of $15 per ton, these freights would amount to $211,549,875.

These figures, however, by no means adequately represent the volume or value of this branch of commerce. In point of fact, at Louisville alone the railroads declining or failing to report their transportation business, which is carried across the river into or out of that city, would be amply able to raise the tonnage to nearly 20,000,000, and the estimated value to more than $300,000,000.

The figures presented show approximately the present volume of cross-river commerce under the most recent development of rail transportation, and represent quite clearly the tremendous competition with which the river interest has been struggling for its existence. When the littoral lines of railroad, notably those running between Wheeling and Parkersburgh, and now being extended rapidly to Huntington, and the line from Cincinnati to Huntington, on the Ohio shore, and the line along the Kentucky shore from Ashland to Newport, with the line from Madison to Evansville, Ind., and others now in active construction are considered, it will be seen that the river trade is on the eve of encountering still more formidable competition than it has previously had to meet on both sides between Wheeling and Pittsburgh. The problem to be solved in the near future is not so much what belongs legitimately to the river under favorable conditions, as what and how much it can economically hold against the encroachments of rail transportation.

These conditions have developed with river men a new system, practically, of doing business, which is most intelligently referred to by Superintendent Maxwell in a recent report to the Cincinnati Chamber of Commerce. He says:

"In late years there has been a general tendency to the solidification of interests, by which equally valuable results to shippers have brought to the owners of steamboat property wiser and more uniform management and better net returns. Moreover, the business has been transacted by a less number of vessels, which, being more promptly handled, has secured the performance of a given amount of work at a less expense, thus bringing a larger return to the owners of steamboat property. * * * With all the other great departments of production and trade seeking facilities for reducing the cost of doing business, and removing every useless expense in the hope of enlarging profits or saving from loss, it was natural that the steamboat interest, in the tremendous competition which was going on between it and the railroads, the latter having been for years devising every legitimate means for producing net revenue, should also turn its attention to the study of economy in its better sense."

As an example of the means adopted to bring about this new economy, the same reliable authority states that: "The Cincinnati, Portsmouth, Big Sandy, and Pomeroy Packet Company, the United States Mail Line Company, and the Memphis and Cincinnati Packet Company are now practically under one management, although maintaining separate organizations, the ruling interest virtually embracing 1,000 miles of Ohio River trade, and having an interest in 200 miles additional."

It is this compulsory pooling of interests that has contributed more than aught else to keep river traffic alive and prevented the same from being practically absorbed by the railroads. In other words, the system adopted by the coal companies of the Pittsburgh basins, has been extended so far as practicable to cover the ordinary merchandise transactions of the river, and the outcome promises for the latter what has been already realized by the coal interests. Left to itself, river commerce has shown a capacity for withstanding an almost unlimited amount of competition; but when the antagonism of rapid transit by rail is encountered the conditions are radically changed, and consolidation between rivalries otherwise safe becomes a matter of essential prudence.

CONCLUSION.

In concluding this report it will be proper to array the various portions by summaries in order to enable rapid comparison of the leading points sought to be presented. The following will be found to include everything essential to this end:

Number of boats and tonnage registered at Ohio River ports for the year 1886.

Class of vessel.	Number.	Tonnage.
Passenger steamers	158	47,924.13
Tow-boats	188	34,946.56
Saw-mill boats	9	509.78
Excursion and ferry boats	50	6,230.52
Total	405	89,610.99

Total weekly number of round trips, tonnage of freights, and passengers of boats registered at Ohio River ports for the year 1886.

Round trips	2,275⅞
Tons freight carried	45,551½
Number of passengers	36,538½

These figures do not include trips or tonnage of tow-boats in the coal and iron trade.

Amount of, and classification of freight, expressed in tons, carried up and down the Ohio River during the year 1886 *by boats registered at Ohio River ports, exclusive of coal and iron.*

	Up river freights.	Down river freights.	Total.
Live-stock	32,450	34,637	67,087
Grain	88,155	79,728	167,883
General merchandise	356,920	571,895	928,815
Total of freights			1,163,785

Value of freights under the foregoing classification, estimating live-stock at $75 per ton, grain $12 per ton, and general merchandise at $100 per ton, $99,926,621.

Summary of tons and values of coal, coke, and iron carried up and down the Ohio River in year 1886 *by vessels registered at Ohio River ports.*

Articles.	Tonnage.	Value.
Up river.		
Kanawha coal	1,275	$25,000
Iron ores and scrap	30,000	200,000
Down river.		
Coal:		
Pittsburgh	4,995,233	$6,000,000
Kanawha	1,500,000	2,000,000
Coke	318,800	700,000
Iron, rails	41,171	1,358,610
Total	6,886,479	10,283,610

General summary of tonnage and values of freights carried on the Ohio River during 1886 *by boats registered at Ohio River ports.*

Class of vessel.	Tonnage.	Value.
Passenger packets	38,244½	$99,473,587
Tow-boats	6,886,479	10,283,610
Ferries	7,307	453,034
Total	6,932,030½	110,210,231

It will be observed that there is a wide variance, amounting to $143,271,552, between the total estimated commerce of the river by cities, towns, and landings and the aggregate ascertained to be carried by boats registered at Ohio River ports. This is accounted for when the Ohio River carrying-trade of vessels registered at Nashville, Saint Louis, and other extra Ohio ports is considered. The trade of nearly all these vessels was found to be too irregular for close approximation, and that was the most to be expected of them in a statistical way. Enough was learned, however, of this class of trade in and out of the Ohio to justify a confidence that the addition of this element would bring the totals of commerce by cities, towns, and landings, and of boats registered for the Ohio River carrying-trade very close together in the estimates presented for 1886. Then the tonnage and values of lumber and timber rafted out of tributary streams and the traffic carried on by flat-boats, could this be estimated, would unquestionably make the two sets of figures coincide.

RIVER IMPROVEMENTS.

Upon this head descriptions and statistics will be best taken from previous reports made by expert engineers of the War Department, and from the record of appropriations made by Congress for the improvement of navigation on the Ohio.

The subject, so far as the improvements themselves are concerned, is purely a technical one, which belongs to the highest branch of engineering science, and is, therefore, better discussed by that class of authority.

The following extracts, taken from a special report made in 1870 to the Chief of Engineers of the United States Army, by Col. W. Milnor Roberts, civil engineer in charge of Ohio River improvement, though voluminous, have such an intelligent and direct relation to this subject that the reader will find them perhaps the best exposition of the several modes proposed for river improvement possible in the circumstances. It will be sufficient to say before presenting these extracts that the main conclusions of this expert engineer have been generally approved by the General Government, and some of them—notably in the case of the Davis Island dam—carried into practical operation.

Colonel Roberts says:

"Former reports to the Department made some years ago by different topographical engineers, and later reports made by myself, concur in the opinion that the system heretofore adopted to improve the navigation by means of riprap stone wing-dams concentrating and guiding the water into comparatively confined channels, although beneficial and useful, especially to the low-water navigation, does not meet the requirements understood as belonging to the radical improvement of the whole river. The present low-water system, it is true, does not involve a large expenditure of money. It does good and helps the navigation to a certain extent, at a small cost, and it can be effected in a short time, much of it in one or two favorable working seasons. But when finished, although it will be productive of public benefit more than commensurate with the outlay required, it will be no more than an amelioration of the present difficulty. All that has been promised or hoped for under this system, without the aid of artificial reservoirs, has been an increase of 12 to 18 inches in the depth of the low-water channels, making about 2½ feet where there was only 12 to 18 inches in the natural river. It is important to effect even this, and the whole amount of money required for this purpose is comparatively insignificant. But the public now using and interested in the navigation of this river is a much greater and more influential and more national body than the public that was concerned in it twenty-five years ago; and such improvements as were then satisfactory are now believed to be inadequate, even for the present river business, and not at all such as ought to be established in view of its future augmentation. Hence the question of its radical improvement is much more important now than it was a quarter of a century ago. The present interests involved are manifold greater, and it is quite obvious that nothing is likely to occur to prevent or seriously retard their future further rapid development and extension. So that if there are now six hundred millions of dollars' value of river commerce, as compared with fifty millions of former times, a few years only in the national life will elapse till there may be a thousand millions in place of the six hundred millions of value of the present time. The permanent improvement of a natural channel of commerce of such vast present and future importance may well command the careful study and attention not only of the Engineer Department, but of Congress and of the whole country. Plans which years ago may have appeared gigantic or disproportioned to the extent of the trade then interested may now be regarded as no more than appropriate to the magnitude of the new commercial necessities of the river. Yet, forty years ago, in the infancy of the internal-improvement system in the great States of Pennsylvania and New York, these single States did not hesitate to invest over $60,000,000 for State public improvements, and this expenditure has been abundantly repaid in the consequent development not only of the resources of those States but of the resources of the great West. For unquestionably it was largely, indeed principally, owing to the construction of the great canal and railroad thoroughfares through Pennsylvania and New York (afterwards materially aided by the opening of the Baltimore and Ohio Railroad) that the West and Northwest became so rapidly settled and developed in such an extraordinary manner. The fact, therefore, that it will cost a large sum of money to make of the Ohio River all that ought to be made of it as a great national commercial artery is not and probably will not be generally considered to be of such vital consequence as in early times. The particular mode of improving it in order to secure the best attainable result is of more real consequence than the cost of effecting such result. It may be conceded and understood in the outset that to accomplish the complete, radical improvement of the Ohio River will require a large expenditure.

"Of the several plans proposed it is believed that only one would secure the proper depth of navigation at all times without aid from artificial supply from reservoirs. The

plan of locks and dams, if the works were properly constructed, would, in my opinion, furnish the desired depth at all seasons without any artificial aid from reservoirs. The reasons upon which this opinion is based will appear further on. It is not mentioned here in the way of an argument in favor of that particular plan, but merely as an ascertained fact. The merits and demerits of this plan will be exhibited in this report.

"The plan of reservoirs as the sole means of supplying the Ohio River at all times with an additional flow sufficient to insure in low-water periods a depth of 5 or even 6 feet originated with Charles Ellet, jr., esq., civil engineer, and was very beautifully elaborated by him in various publications, and thirteen years ago its adoption was strongly urged upon the country. His plan contemplated no work upon the river itself, the idea being to accumulate large quantities of water in reservoirs upon the headwaters, or on the main streams above the head of the Ohio, to be drawn off and allowed to flow when needed to maintain the proper depth of the main river. No special surveys were made for the purpose of determining the number and locations of the reservoirs contemplated on this plan. Daily observations had been made through a series of years of the depth of the flow in the channel at Wheeling. From these Mr. Ellet deduced by calculation the theory that enough water falls upon the territory drained above Wheeling, if it were equalized throughout the year, to make a constant depth of over 7 feet in that channel. He found by calculation the probable quantity of water required to be stored up in reservoirs sufficient to maintain a depth of 6 feet through the low-water periods. He also made some personal examinations along the upper portions of the Allegheny River and obtained considerable information from various sources respecting elevations of different parts of the region in question, all of which enabled him to present his views in very attractive forms, both to the scientific world and to the general public. The practical merits of this plan of reservoirs will be considered in another place in this report.

"A third plan for the improvement of the river was proposed by Herman Haupt, esq., civil engineer, in 1855, which consists of a system of longitudinal mounds and cross-dams so arranged as to make a canal on one side of the river about 200 feet wide, or a greater width, and reducing the flow to nearly an average of, say, about 6 inches per mile between Pittsburgh and Louisville. Thus, instead of a series of natural pools and ripples, which now constitute the general regimen of the river, this plan would change it, on a width of 200 feet or more, to an equable flow due to the general average declivity of the stream.

"Mr. Haupt's calculations showed that in extreme low-water stages there is not water enough flowing naturally to maintain the full required depth in such a channel; that some additional supply would be needed from reservoirs; very much less, however, than the quantity necessary to maintain a similar depth in the unobstructed river on Mr. Ellet's plan.

"A fourth plan has been proposed by Alonzo Livermore, esq., civil engineer, the principle of which he secured by patent in 1860. It is a combination of dams and peculiar open chutes through the dams, arranged so as to retard the flow and lessen the velocity of the water from the upper to the lower pool without interfering with the free passage of boats through the chutes; the *chutes* being substituted for *locks*. This may be regarded as another method or substitute for the open canal and dams which had been proposed by Mr. Haupt as a means of saving water on the reservoir plan. For a certain width of chute, say 100 feet, the natural low-water flow on Mr. Livermore's plan is deemed sufficient without the aid of artificial reservoirs.

"It is proposed to consider each of these four proposed methods of improving the river in the order in which they are already referred to, premising that this order or arrangement has no reference whatever to the respective merits of the different plans, but arises naturally in connection with the periods when the several plans were publicly promulgated. I should further remark here that although the writer early advocated the idea of the probable future construction of a lock-and-dam system for the Ohio, while engaged as engineer in constructing the Monongahela steam-boat navigation in 1839, he has never been so wedded to that particular mode or to any one plan as to hinder him from presenting all plans in an impartial manner to the consideration of those who, with every wish to know their merits, could not be expected to take the time to examine fully for themselves, So that, in entering now upon a reinvestigation of this subject, I am by no means sure which plan, as a whole, may ultimately be deemed most advantageous. It is due to myself, in connection with so grave a question, to state further that at no time during former examinations into the merits of the different plans did the writer feel warranted in recommending without more investigation the adoption of either of the modes proposed.

"Within the last ten or twelve years, since there has been any practical movement looking to the immediate radical improvement of the river, essential changes have taken place in the mode of using it, as particularly referred to in my report of December 20, 1866. I allude now especially to the tow-boat system, under which a new class of nu-

merous powerful steamers, running only during coal-boat freshets, has been introduced, in connection with *coal-barges*, which have been substituted for the old-fashioned frail coal-boxes. This is considered a great improvement upon the former rough, irregular mode of conducting the coal business, although it is still quite irregular as to the periods of running, being wholly dependent on freshets, which do not occur at regular intervals; consequently there are some eight to ten millions of dollars of permanent capital in the the shape of steamers, barges, fixtures, mines, etc., always liable to lie idle with loaded coal-barges, subject to long delays between floods. And it is not merely this permanent capital that is thus subject to the capricious flow of the stream; large quantities of coal standing loaded in the barges, involving sometimes half a million of floating, unproductive capital, under more or less risk, and the cost of taking care of five millions of dollars' worth of steamers and barges during these worse than idle intervals, entail a heavy tax upon this large and growing interest, already having attained to the shipment of over forty-five millions of bushels annually from Pittsburgh alone. These tow-boats, the empty barges, and all considerable steamers are compelled to withdraw from the river trade when the water falls below 3 feet in the channel; then a smaller class of vessels may still continue to navigate till the water falls below 2 feet depth. Very light-draught steamers may run even when there are not more than 18 inches depth in the channels. But since the completion of numerous railroads in Pennsylvania, Ohio, Virginia, Kentucky, Indiana, and Illinois, so situated as to accommodate to a considerable extent the general travel and much of the lighter trade, it has not been found profitable to run the river when it falls below a 2-foot stage, and comparatively little is therefore attempted at such times.

"A constant, reliable navigation, which should never be less than 5 feet deep at extreme low-water periods, which could usually be 6 feet or more, and which should afford, in times of freshets, a navigation as good as we have now in similar freshets, is the great desideratum. This, it is believed, can be effected by the liberal expenditure of money. The necessity for some radical improvement, and its expediency, seem to be generally conceded, provided it can be effected in a satisfactory manner, on such a plan as will command general confidence. Objections will be made to the adoption of any plan, some of which objections may be well founded because it is hardly to be supposed that either plan in its construction will not injuriously affect, more or less, some private interest, private views, and present private arrangements. No great scheme designed for general public benefit ever yet escaped objections of some sort.

"In the present consideration of the several proposed plans it is important, therefore, to refer to all known objections and to take into view all such probable objections as have occurred to those who have carefully reflected upon this subject. The different plans may then be presented under these general heads: Plan; original estimated cost; time of completion; annual cost of keeping up, including attendance; duration of original works; effect on navigation during construction, etc.; risk and effect of accident; general objections; general advantages; together with such views and opinions as may naturally arise during the investigation.

"Locks and Dams.

"THE PLAN OF LOCKS AND DAMS.

"At the present day, owing to the increase in the size of steamers, especially those navigating the Lower Ohio, and at times the entire river, larger locks than were used or contemplated some years ago have been deemed necessary. The largest lock at present in use on the Monongahela steam-boat navigation has a chamber 250 feet by 56 feet, and will pass a boat 240 feet long and nearly 56 feet wide. The new locks at Louisville have chambers 370 by 80 feet; large enough to pass boats 340 by 79 feet. Even these very large dimensions are not sufficient to pass boats that are occasionally built at Pittsburgh, destined for the lower rivers. But it would be a waste of money and very bad engineering to construct locks of enormous and unwieldy size merely to say that they were as large as the largest river steamers in the world, when obviously those vessels would never use them and never have occasion to use them.

"Steamers of this immense size will not go down the river excepting when there is such a freshet as would enable them to pass any such dams as should be admitted on the river even in a "lock-and dam" system. I mean by this that in my opinion no dams ought to be constructed in the Ohio River without being provided with chutes so arranged that in a moderate flood vessels could safely pass the chute without being compelled to go through the locks; such chutes, or navigable freshet channels through the dams, being assumed to constitute on the Ohio a necessary part of any proper system of locks and dams. The locks need not be constructed of such extraordinary dimensions. For example, the coal business is done upon a freshet, giving say 8 feet or more depth

in the natural channel; let the dam be so built that the chute through it shall afford nearly or quite the same depth of channel at such stage of the river. In that case the locks need to be only of sufficient size to accommodate steamers particularly adapted to the general business of the river. If all the locks of the system were to be erected, at great extra cost, large enough to pass the largest Lower Mississippi steamers, of which only a very few, if any, would ever use them, there would be a very great loss of time always to all the numerous smaller steamers using such unwieldy locks, and an unnecessary constant additional cost or tax in loss of time upon the general river commerce. In this view a lock considerably smaller than the new locks at Louisville might be practically better under the circumstances; at least above the falls, in the event of the adoption of locks as part of the system.

"The general plan for locks and dams, according to these views, would be a medium size of lock, having dams arranged with freshet chutes, such as could be easily navigated in a coal-boat rise.

"The fall of the river between Pittsburgh and Louisville, on a distance of 598 miles, is 308 feet; and between the foot of Louisville falls and Cairo, a distance of 365 miles, is 92 feet. The "falls," 3 miles in length, have a vertical descent of 26 feet; but this may be considered as already covered or provided for by the new, partially-built canal and locks.*

"Practice of long experience seems to have established about 7 or 8 feet as a convenient working lift for large locks and dams. I would not recommend the adoption of greater lifts for locks on the Ohio River intended for general business, in view of maintaining a safe navigation in moderate freshets over or through the chutes of the dams. Locks of less lift, and consequently dams of the same reduced lift, would afford an equal depth of navigation with a somewhat smaller quantity of lockage water; but the number of locks and dams would be proportionally increased. Thus between Pittsburgh and Louisville, where there is a total fall of 308 feet, the number of locks and dams, allowing about 8 feet lift to each, would be 38, while with about 6 feet lift the number would be 51. The cost of the larger number, with lower lifts, would be considerably more than the cost of the 38 with the 8-foot lifts. It is also true that if the lifts were made still higher, and the number of locks and dams thereby diminished, the original cost would be reduced; but if the height of the dams should be established materially above 6 to 8 feet, the quantity of water required to make the chutes navigable would be much greater, and that particular plan would probably fail. I therefore assume 8 feet as the highest advisable limit, and 6 feet as the least advisable lift that ought to be considered in this connection. If 6 feet be assumed, it would require 51 locks and dams between Pittsburgh and Louisville; and for a similar improvement between Louisville and Cairo, 15 locks and dams; in all, 66 locks and dams.

"In general, in most streams, dams should be located where the stream in the vicinity is the widest, thus affording the greatest extent of river for the discharge of floods, and lessening the injurious effect of freshets; but on the Ohio, with dams of not over 6 feet lift, making the comb of the dam only about 13 to 15 feet above the bed of the river, the effect of the dams on the high floods of the Ohio River would be very slight, and practically of no account; and for moderate freshets there would be no particular advantage in lengthening the dam. But while presenting this point I do not think it necessary to regard it as very important or as a matter considered either way that would materially affect the estimated cost of the improvement. In a stream like the Ohio, where floods rise to the height of over 30 feet at Pittsburgh, over 40 feet at Wheeling, and over 60 feet at Cincinnati, and in which 30 feet floods along the river are quite common, an additional rise of a foot or two, at most, that might be caused by moderate freshets by the dams, could not possibly be of much practical consequence, and in the great floods the effect of the dams would be imperceptible.

"In making an approximate estimate of the cost, we may then assume, as above, 66 locks and dams, averaging about 6 feet lift each, for the whole of 967 miles; and the averaged length of dam on the Upper Ohio at 1,300 feet, and on the Lower Ohio at 2,200 feet, or an average of about 1,474 feet, or allow 1,500 feet each for the 66 dams, allowing 300 feet besides at each to be occupied by the lock and walls. This would be sufficiently near for all present generalizing purposes. Above the Falls of the Ohio, locks, one with chamber 370 feet long and 80 feet wide, the other 300 feet long and 60 feet wide at each dam, may be assumed as approximating nearly enough to the dimensions that may hereafter probably be deemed the most advantageous, considering all circumstances. Below Louisville the present calculations may also be based on locks of the same size as the new locks at Louisville, although I am not now prepared to recommend that size for actual adoption above Louisville. Even if locks and dams should hereafter be selected as the best thing for the Upper Ohio, it would not necessarily follow that they might be the best for the river below Louisville. But the discussion or settlement of such

*Since completed and now being further enlarged and improved.

points belongs to a more advanced part of this report, the immediate object in this place being merely to obtain, approximately, the probable cost of some reasonable system of locks and dams for comparison with the cost of other plans.

"For convenience of future reference it will probably be advisable to refer to the Upper Ohio separately. The difficulties of the navigation below Louisville are confined to comparatively few places, and the general regimen of the river is sufficiently different to warrant this separation. For present comparison, therefore, the estimates of all the plans may be confined to the 598 miles between Pittsburgh and Louisville on the Upper Ohio, where the fall in the river is 308 feet, which, on the plan of locks and dams, would require 51 dams of about 6 feet lift; the dams assumed to be 1,300 feet in length, clear of the lock walls; the lock walls to average about 8 feet above the comb of the dam at the chamber, and 10 feet at the head. So that, whenever there should be a freshet flowing 8 feet deep over the comb of the dam the pools would be nearly equalized, affording a safe navigation of 8 feet over the dams, when the locks would be submerged (even if there were no chutes in the dams). A depth of 8 feet and upward on the comb of the dam would submerge the lock and render it, for the time, useless, till the flood should recede to less than 8 feet depth on the comb; but with the chute arranged either near the lock or at some other convenient place in the dam, a safe navigation through it could be securred with even less than 5 feet depth flowing over the comb of the dam. This, however, is a secondary or a subsidiary matter, which does not necessarily appertain to the ordinary plan of locks and dams, which could of course be constructed without freshet chutes. All such works will cost much more now than they would have cost ten or more years ago, and it is not probable that lumber, iron, and stone-work which constitute the leading items, will ever be done as cheaply as formerly. At present the average price of lumber rates about three times as high as it did twenty years ago, and iron-work and stone-work nearly or quite double the old prices. Possibly before the works could be executed prices may fall materially. I present the following as an approximate estimate of the cost of the 2 locks and 1 dam, with the large dimensions assumed, namely: lock-chambers, one 370 by 80 feet; the other 300 feet by 60 feet; 7 feet depth of extreme low water; 6 feet lift, and 4 feet guard. Walls at lower gate 8 feet, at upper gates 10 feet above comb of dam. Locks, walls, and abutments of regular coursed, hammer-dressed stone, laid in cement.

"Dam 1,300 feet long, average height to be built, say 15 feet, allowing 2 feet extra over the 13 feet. Base of dam 54 feet, lower slope about four to one, upper slope about three to one. The dam to be composed of timbers averaging not less than 10 by 12 inches square, the cribs filled with rough stone, sheet-piled on the upper toe, and made water-tight on the upper slope with jointed planking, and in part graveled to tighten it and prevent undermining.

"*Estimated cost of two locks.*

38,400 cubic feet of timber in lock foundations, etc., at 20 cents per foot	$7,680.00
276,000 feet, B. M., plank, including sheet-piling, at $40 per M	11,040.00
22,400 pounds iron bolts, spikes, etc., at 15 cents per pound	3,360.00
10,200 cubic yards first-class rubble masonry, at $11 per cubic yard	112,200.00
8,410 cubic yards pit excavation, at $1 per cubic yard	8,410.00
4,400 cubic yards excavation for head walls, etc., at 40 cents per cubic yard	1,760.00
8 lock gates and fixtures, at $3,500 each	28,000.00
Fender cribs at locks	2,000.00
Lock house	1,500.00
	175,950.00
Add contingencies and engineering, 10 per cent	17,595.00
Total cost	193,545.00

"*Estimated cost of dam and chute.*

"1,300 feet long; 15 feet high; 54 feet base.

60,000 cubic feet of timber, at 25 cents	$15,000.00
385,200 feet, B. M., plank covering and sheet-piling, at $40 per M	15,400.00
72,200 pounds iron bolts and spikes, at 15 cents per pound	10,980.00
4,600 cubic yards of excavation, at $1 per cubic yard	4,600.00
3,200 cubic yards of excavation, at 50 cents per cubic yard	1,600.00
21,400 cubic yards stone filling, at $1.50 per cubic yard	32,100.00

Estimated cost of dam and chute—Continued.

11,760 cubic yards of graveling, at 50 cents per cubic yard	$5,880.00
5,400 cubic yards of embankment, at 30 cents per cubic yard	1,620.00
1,174 cubic yards of rubble abutment, at $10 per cubic yard	11,740.00
	98,920.00
Add contingencies, 10 per cent	9,892.00
	108,812.00
Add estimated cost of chute	32,000.00
Total estimated cost	140,812.00
Estimated cost of two locks	193,545.00
Estimated cost of dam and chute	140,812.00
Total estimated cost of locks, dam, and chute	334,357.00

"This sum, $334,357, multiplied by 51, the number assumed between Pittsburgh and Louisville, gives $17,052,207 as the total estimated cost of the improvement on this distance of 598 miles, or at the rate of $28,516 per mile. Applying the estimate to the whole river, inclusive of the "Falls," there would be—

Points which at $334,357 is	$22,067,562
Add for extra length of dams below the Falls	710,100
Add for completing locks and canal at Louisville	1,000,000
Total for 967 miles	23,777,662

Or at the rate of $24,589 per mile.

"There is nothing in the nature of the structures to require more than two working seasons for their completion. It may be considered that at least two years would be required for the opening of the entire navigation, after the final surveys and location of the works. Whether it would be advisable to pursue the plan of completing all within the brief space of two years, is a question by itself, which need not now be discussed; and not at all, unless this particular mode of improving the river should be adopted.

"ANNUAL COST OF KEEPING UP AND ATTENDANCE.

"Under the head of annual repairs may be included the cost of renewing the wood and iron work exposed to wear and decay, applicable chiefly to the lock-gates. Portions of the wood and iron work of the locks and dams, always under water, and not subject to wear, will of course last much longer than the upper part of gates exposed alternately to wet and dry.

"Dams on the Ohio, if faithfully constructed, need not become actually dry at any time, and ought not to be considered subject to decay, excepting so far as timber and iron constantly under water may be liable thereto. They will last longer than dams on many other streams which have a much smaller minimum flow of water, thereby causing them to be occasionally dry.

"I think it will be safe to allow an average of ten years as the life of the wood-work and iron-work of the lock-gates, which are specially subject to wear and to the action of the weather. Lock-gates constructed wholly of iron may be substituted for the wood-and-iron gates, but they would cost much more. They might be composed of thin double plates made hollow and strengthened with interior braces and stays, and built air-tight, so as to lighten them by their buoyancy when in the water; but the present calculations are based upon ordinary wood-and-iron gates. At the dams, ordinarily, no work of consequence would be required for many years, unless in cases of extraordinary injury from floods, which is of course possible, and which it is proper to consider in the estimates of repairs, extending the estimate through a period of twenty years.

"*Estimate of repairs and attendance.*

One dam and double locks for twenty years:	
Two renewals of eight gates, at $7,000 per gate	$56,000
Renewal of parts of dam equal to half of original cost, and covering superintendence and extraordinary repairs	70,000
Cost of two lock-tenders, at $2,000 per year	40,000
Cost of two assistants, at $1,000 per year	20,000
	186,000
Divided by 20, gives per annum	$9,300
Which sum of $9,300 multiplied by 51, the number of dams between Pittsburgh and Louisville, gives annually on these 598 miles	474,300
And on 66 dams between Pittsburgh and Cairo, gives annually on 957 miles	613,800

"The above amount of approximate estimated cost is deemed ample to cover all probable contingencies. Supposing it should cost three-fourths of a million dollars per annum to keep up a perfect navigation, that amount would be saved several times over, as already indicated, even on the business that could be relied upon as soon as the works could be completed. How cheerfully ought that to be paid by those having the benefit of such an improved navigation

"DURATION OF THE WORKS.

"In regard to the duration of the works, the foregoing estimated annual cost, judiciously applied, would, it is assumed, maintain them always in order, so that they might be regarded as permanent.

"EFFECT DURING PROGRESS OF CONSTRUCTION.

"In regard to the effect on the present ordinary river navigation during the construction of such works, experience elsewhere has shown about what it will be under proper arrangements. The locks can be built without any interference with the navigation during their erection. The dams will interfere with it for a short time, but with proper management, and by timing the completion of the locks so as to have them entirely ready for use before the middle opening left in the dam for the ordinary navigation is closed, very little delay need occur between the stopping of this temporary sluice-way and the opening of navigation through the lock. And in case navigable freshet chutes should be constructed in the dams; the actual delay might be somewhat less. In any case the final closing of a dam ought to be so managed as not to stop the passage of boats of light draught more than forty-eight hours. They should, of course, be closed when the river is in a comparatively low stage, and at such periods very few boats now navigate the river. It is obvious, therefore, that ordinarily the delay to be necessarily caused by the completion of a lock and dam, under skillful management, ought not to be a serious matter. At the same time, under careless or ignorant management the delay might be considerable. It is hardly presumable that the construction and care of works of such importance would be intrusted to incompetent or inexperienced hands. On the whole, it is only reasonable to assume that no serious objection to the plan of locks and dams, as compared with other plans, can be maintained on the score of interference with the navigation during their construction.

"RISK AND EFFECT OF ACCIDENTS.

"The risk of accidents and the effect of accidents are both worthy of serious consideration. Dams, although they may be well planned and faithfully constructed, are, of course, subject to injury. Those which may be founded on rock bottoms will be almost free from the risk of damage; but of those which must be founded on gravel, or gravel and sand bottoms, the majority will be more or less liable to settle from undermining that may be caused by the digging out of the bed of the stream and dropping out of the stone filling. This, while it will create extra expense of repairs, need not necessarily interfere with the navigation, especially in dams arranged with navigable chutes. An accident to a dam, if any occurred, would naturally take place in the time of a freshet, at which time the sinking of the dam could not injuriously affect the navigation, either over the dam or through the lock. After the subsidence of the flood, in the low-water period, in case the dam should settle materially, it might for a time draw down that

particular pool so as to leave an insufficient depth at the outlet lock on the upper end of the pool; but the remedy in such a case is usually neither difficult nor very expensive. Unless the injury should be much more serious than may reasonably be apprehended, and to which faithfully constructed works would not probably be liable, the navigation would be maintained, either through the chute or through the lock. In case the dam, or a considerable portion, should be completely carried away—a circumstance though possible, yet highly improbable—the river for the time might be even then better for navigation than in its natural state, before the introduction of the system, because the backwater from the next dam below would raise the water somewhat above its original low-water elevation at the injured dam. If two adjoining dams, however, should meet with the same sort of mishap, then the water below the upper of the two would stand at its old natural stage; there would be no navigation through the lock, and only such as the chute would afford through the dam above.

"It can not be said that such accidents are impossible; but the experience of over a quarter of a century on the Monongahela steam-boat navigation shows that the possibilities are against their occurrence. At some dams the water may cut out the bed of the river immediately below to a greater extent than at others. In similar cases, where deep holes have been thus excavated, it has been found that the insertion of cribs filled with stone serves to prevent all further danger from such cause. In estimating the cost of repairs and renewals, it is, of course, proper to make an allowance for contingencies of this nature, but it is not apprehended that a navigation thoroughly constructed on the system of locks and dams would be seriously interfered with from failure of the dams.

"The locks, when properly planned and substantially erected, are not liable to material injury. The only parts exposed to actual damage from high floods which would submerge the locks are the gates. Experience on the Monongahela and other steam-boat navigations, in Kentucky, etc., has demonstrated that no very material obstruction to the navigation has ever arisen from this cause. Lock-gates thus exposed have very rarely been materially injured by floods. Sometimes sediment, logs, etc., settle in the locks or above the upper gates during the submerging floods, which afterwards cause some temporary delay, but for the most part these logs, etc., pass over the dams without affecting the locks. Still, it is an objection that there should be any such liability to detention. Through active measures on the part of superintendents the locks could be put in working trim generally by the time the flood had so far subsided that steamers could no longer navigate over the dam or through the chute.

"The lock-gates are also liable to injury through the carelessness of steamboatmen or other boatmen running their craft violently against them. In thirty years on the Monongahela navigation there have been but two occurrences of this kind of accidents. Still such accidents may happen.

"The best remedy known to me in case of accidents of this nature, is to have several finished lock-gates always on hand at a few convenient points along the river, which could be immediately sent to the spot and substituted for the injured gates. All the locks having the same size and lift at each dam, the gates on hand would fit at any of them. This is also an argument for building them all of similar size at each dam on the Upper Ohio, or at least on any considerable stretch of continuous navigation. An accident of the worst kind, such as happened once on the Monongahela navigation, ought not to cause a delay greater than that one, which was four days; but, with navigable freshet chutes, such delay could only occur during periods of low water, as at other stages the steamers, etc., could pass through the chutes or over the dams.

"After all, however, the objection must stand that dams and the lock-gates are liable to accidents from the effect of floods and from injury that may be caused by careless steamboating; but, with double locks, the risk of a serious stoppage of the navigation is greatly reduced, it being improbable that both locks would be disabled by one accident, or both at the same time.

"In connection with a navigation involving locks, it may be proper to refer to a plan with single locks, with a more elaborate and more costly chute in the dam, which would afford a safe chute navigation for about eight or nine months of each year. It is possible that dams can be so arranged with chutes with gates which can be conveniently managed on a channel width of 300 feet or more; which gates should be submerged and entirely out of the way of boats, ice, logs, etc., until required to be raised on account of low water, when there would be only a lock navigation, and which could be readily and quickly let down in case of freshets. In case of the adoption of such a system of navigation it might possibly prove to be advantageous to reduce the fall at each dam to about six feet. This would increase the number of dams between Pittsburgh and Louisville (598 miles) to 51, as already shown; and between Louisville Falls and Cairo (366 miles) to 15, making 66 in all.

"The first cost of an improvement of this character would not be greater than the estimate already submitted for the double locks with dams of 6 feet lift. The cost of keeping it up might be somewhat increased. It is not deemed necessary in this place to

pursue this further in detail, as it can only be regarded as a modification of the plan of a lock-and-dam navigation, which of course would be of no practical account if locks should not form part of the system finally adopted. It may perhaps be referred to more particularly in the sequel.

"SUPPLY OF WATER ON THE LOCK-AND-DAM PLAN.

"Experience on the Monongahela steam-boat navigation having demonstrated that occasionally, in seasons of excessive drought, the water supply on that improvement has been inadequate, it has been assumed by some intelligent gentlemen that the supply might also at times fall short on the Ohio if it were made into a slack-water navigation.

"In 1838, a season of remarkably low water, the Monongahela at one time furnished only 4,500 cubic feet per minute, and the Alleghany, at the same period, 80,000 cubic feet per minute, or eighteen times more than the flow of the Monongahela at that time; making, at the head of the Ohio, 121,680,000 cubic feet per day. Mr. Ellet's calculations of the low-water flow, with only one foot depth in the channel at Wheeling, was 102,000,000 cubic feet per day. This, it may be assumed, is the minimum flow of an occasional year. In general, there is no period of the year when the flow is not more. But even taking one-fourth from this minimum of 84,500 cubic feet per minute, and allowing that there may possibly be periods of extreme drought when the flow of the Ohio River at Pittsburgh should be no more than 63,375 cubic feet per minute, or 91,260,000 cubic feet per day, it would still be ample for the slack-water navigation. Assuming, for a safe calculation, double locks of large size, both with chambers 370 feet by 80 feet, and 6 feet lift of lock, the quantity required for a single lockage is 177,600 cubic feet. Allowing one lockage every ten minutes during the whole twenty-four hours, or 144 lockages per day, the quantity consumed in lockages would be 25,574,400 cubic feet, which, deducted from 91,260,000, leaves a surplus of 65,685,600 cubic feet. This surplus is much more than enough to cover the leakage at the dam and locks, and the evaporation of the pool. And it may be safely assumed that the first pool, at Pittsburgh, being thus amply supplied, the additional evaporation on the pools below will be more than kept up by the flow of the numerous tributaries discharging into the river; and consequently that there could be no scarcity at any time for navigation purposes on any portion of the improvement. It must be a very imperfectly constructed dam that should leak even as much as the lockage water above assumed, that is, 1,065,600 cubic feet per hour, or about 8,000,000 gallons per hour. Yet, if it leaked that quantity there would still be a surplus of 40,111,200 cubic feet per day. Now, the lower dam on the Monongahela improvement is 1,100 feet long, and in low water it has 9 feet lift, and yet in ordinary low water there is a sufficient supply for navigation purposes. It is fair to assume that the leakage on the Ohio River at one of the dams would be no more than at the Monongahela dam; for, though the average length of dam may be one-fifth or one-sixth greater, the lift being but 6 feet instead of 9 feet, owing to reduced pressure, will more than compensate, in reduced leakage, for the additional length. If, therefore, a navigation in ordinary low water can be maintained at all on the Monongahela with a low-water flow of certainly not more than one-eighth of the low-water flow of the Ohio, it can scarcely be doubted that slack-water navigation on the Ohio will have an abundant supply of water always.

"While it is proper thus rigidly to investigate the extreme case of the period of greatest drought, such as occurs only at intervals of a number of years, it would not be reasonable to assume it as the regular annual low-water stage, for during six consecutive years, from 1843 to 1848, inclusive, there was but one month of the year, August, 1843, when the average flow on the Wheeling bar was (a trifle) less than 2 feet depth; and but two other months, August, 1845, and September, 1848, when the average flow was less than 3 feet. With 2 feet on the bar, the average flow was calculated to be 228,000,000 cubic feet per day, and with 3 feet on the bar, 400,000,000 cubic feet per day. During the memorable drought of 1838, there was a period of 120 consecutive days when the depth on the bar at Wheeling was less than 5 feet. The actual average daily discharge during these 120 days was about 220,000,000 cubic feet; so that, notwithstanding there may be a few days, or even a few weeks, occurring, however, at intervals of several years, when, owing to extreme drought, the flow in the upper part of the Ohio may fall as low as 80,000 cubic feet per minute, such a circumstance is very rare. It is doubtful whether there have ever been 30 consecutive days when the flow in the Ohio above Wheeling would have averaged as little as 80,000 cubic feet per minute. Yet even this minimum quantity gives 115,200,000 cubic feet per day, and it is therefore no more than reasonable to consider, in connection with a slack-water navigation, the usual natural low-water supply as equivalent, in round numbers, to 100,000,000 cubic feet per day at the head of the Ohio.

"In the preceding calculations of the number of lockages it will be observed that a lock is allowed to be filled and emptied every two minutes throughout the twenty-four hours,

and this during the extreme low-water period. Admitting as possible that an improved navigation may so equalize the business of the year as to have as many vessels passing during the low-water period as at any other seasons of the year, the amount of trade to be accommodated by the passage of 144 lockages will be truly enormous. Allowing but 500 tons to pass at each lockage, it would give 72,000 tons per day; and allowing only 300 days of navigation per annum, it would be 21,600,000 tons. This vast tonnage is probably more than five times as much as has ever yet passed any point in a year on the Ohio River. Even with the most perfect navigation possible a great many years must elapse before a trade so immense could accumulate. This fact is referred to pointedly in this connection, in order to show clearly that very liberal allowance has been made for the probable consumption of water, and even with such allowance the supply from the natural flow in the driest season appears to be abundant; for, if the very lowest assumed minimum quantity in any one day of extreme low water, namely, 63,375 cubic feet per minute, be taken as the only supply all the year round, it will be found to be far more than sufficient for slack-water navigation, even with this enormous trade. It should be considered, also, that with a business of such magnitude as to demand a lockage every ten minutes, or 144 lockages per day, the lockages alone would make a respectable stream of water sufficient to maintain the pools ever fresh. This calculated quantity of lockage water per day, 25,574,400 cubic feet, thus locked through, would make a constant flow 100 feet wide, 1 foot deep, running at the rate of 2 miles an hour; while the quantity remaining to cover leakage and evaporation would be more than double of this flow. The remaining quantity, 65,685,600 cubic feet per day, or 2,653,564 cubic feet per hour, is equivalent to a flow 125 feet wide, 2 feet deep, running 2 miles an hour. So far, therefore, as such an important matter as the supply of water for a permanent lock-and-dam navigation can be ascertained in advance, the conclusion is that there will be water enough at all times, always an ample and generally a superabundant supply. Additional details concerning the flow of the Ohio in its various stages will appear in considering the reservoir.

OBJECTIONS ON ACCOUNT OF ASSUMED INCREASED HEIGHT OF FLOODS.

The first and natural impression of persons who have not had experience in the construction and effect of dams in large streams is that after their erection the floods will be materially augmented in height in consequence of the dams. Yet abundant experience has demonstrated the contrary. The Monongahela River presents the greatest resemblance, in times of floods, to the Ohio, especially to the middle Ohio below Parkersburgh, where the fall per mile is nearly the same, namely, about 6 inches per mile. The dams on the Monongahela were built about 15 feet high, above the old natural bed of the stream, and so that when finished the vertical fall was about 8 to 9 feet from pool to pool. Dam No. 1, situated a short distance above the head of the Ohio, at Pittsburgh, is 1,100 feet long, about one-fifth or one-sixth less than the assumed average of those required on the entire Ohio. All of the four dams below Brownsville are built on gravel foundations, and consequently are as much exposed to damage from floods as any of the dams on the upper Ohio would be, as they would all have either rock or gravel foundations. The lower dams, the two longest on the Monongahela River, were built thirty years ago, so that ample time has elapsed to test in a practical manner most of the questions appertaining to structures of this sort. We have in this case thirty years of actual experience, which confirms, to the fullest extent, the views expressed in official reports by the writer prior to the erection of those dams, as to the apprehended additional rise of floods.

Sylvanus Lothrop, esq., who was afterward the chief engineer of the Monongahela slack-water navigation for some years, stated in his annual report, in 1846, as follows:

"The principle which has heretofore generally been admitted is now ascertained by actual experience and observation to be correct, that whenever the waters of the Monongahela swell to an elevation of 8 feet upon the combs of the dams, they then cease to back the water, and the flood is no higher in consequence of their erection. The fall being then distributed along the pools, and the surface nearly equalized, both above and below, they can be passed in either direction by steam-boats of the largest class employed in the trade, without hazard or delay."

From my own personal observations during the past three or four years on the same navigation, I am enabled to vouch for the truth of the foregoing statement in every particular, and it conforms precisely to my experience on many other rivers uponwhich I have constructed dams and studied their effects.

Neither observation nor complaint has shown that the great floods on the Monongahela are any greater now than they were before the construction of the dams. Any one along the river can now observe, as it occurs every year, that when the floods rise so as to make a depth of about 8 feet on the comb of the dam, the flow in the stream is nearly

equalized, the water, of course, passing more swiftly at the dam, where it is shallowest. With 10 feet depth on the dams the river flows along, both above and below, much the same as it would without them. Hence, it is reasonable to conclude from experience, as fair calculation will also show, that in the Ohio River, where floods of 30, 40, and even 60 feet occur, the additional height caused by dams only 6 feet high from pool to pool will be entirely insignificant, and practically of no account in their effect upon great freshets.

In erecting dams of 13 to 15 feet height above the average bed of the stream a few instances may occur where small areas of bottom land of little value may be permanently overflowed; but from former experience on the Monongahela, and from personal knowledge of the Ohio River and its bottom lands, we may be assured that this item will necessarily be a very small one. Any person duly considering the fact that the Ohio River is constantly subject to floods of double, triple, and even quadruple the height of the proposed dams, will see in that circumstance natural and conclusive evidence that there can be no great extent or value of ordinarily available land within 15 feet vertical of low water. Therefore nothing is hazarded in assuming that the damages that could be caused by the permanent overflow of such pools on the Ohio River would be comparatively trifling.

ICE.

Another objection has been made, that the pools will cause the river to be more frequently and longer obstructed by ice, and will render ice freshets more frequent and more dangerous.

In comparatively low-water stages the Ohio River is already nothing more than a system of natural dams and pools. It is at such low-water periods that the heavy ice is formed. When these pools shall be made from 6 to 13 feet deeper, they will, of course, be *less* liable to freeze, and the ice upon them will therefore be thinner on account of this increased depth of the water. Consequently, in low water and freezing weather the steamers in the natural river are now forced to cease running sooner than they would be in the deeper pools. With the completed slack-water there would be practically *no period of low water*, and the steamers would never cease to run till very severe freezing should set in. The effect, then, of the slack-water system would be to prolong the time of navigation before closing from freezing; and in some seasons navigation might be maintained, as it has been occasionally on the Monongahela, *nearly all winter*. This, however, depends entirely upon the character of the winter. In ten years' experience on the Monongahela slack-water, from 1845 to 1854, the greatest number of days that navigation was stopped by ice was thirty-three, and in 1868–'69 the navigation continued all winter without cessation; the average number of days per annum for the whole period of stoppages by ice being fifteen and a half days. And the Ohio River was obstructed by ice very nearly the same length of time at the same periods. Combining, for comparison, the obstructions of ice and low water during the freezing months, there can be scarcely any doubt that with a slack-water in the Ohio the detention caused by the freezing on the pools would be less than now annually experienced on the natural river from ice and low water, as a general thing.

In regard to the second branch of this objection, on a careful consideration of the facts, it would seem that ice freshets ought to be *less* frequent with the deeper pools than in the case of the natural river, or at least not more frequent; and they will certainly be less dangerous, for two reasons: On account of the ice being thinner, and therefore weaker, and because, as soon as it commences moving it will be immediately broken to pieces at the dams and go forward in less formidable masses. Mr. Lothrop, for many years chief engineer of the Monongahela slack-water, reports exactly such experience on that improvement. With an experience of thirty years, the damage caused by ice on that river has not, on the whole, been serious.

During the winter of 1866–'67 I took occasion to witness the breaking up of the heaviest ice that had been known on the Monongahela during twenty-eight years; and no very serious injury was discovered, caused by the dams or to the dams.

This was one of the most remarkable winters for many years; and the Ohio River navigation was stopped, in consequence of ice, from the 19th of December to the 24th of December, and from December 29 to January 12, making seventeen days. The navigation on the Monongahela was stopped fourteen days.

All of the Ohio River, with the exception of that portion between Pittsburgh and Steubenville (67 miles), is farther south than Pittsburgh; and below that point, on account of its latitude, it is not so liable to freeze as the Monongahela River. Theory and experience, therefore, appear to unite in favor of the general assumption that the obstruction and danger to the navigation and shore interests, from ice, will be lessened rather than increased by the completion of a slack-water navigation on the Ohio; or that, at most, it does not present any material practical objection to slack-water on this river.

Another objection is, that it will injure the *coal business* and *lumber trade* of the river.

COAL TRADE.

Since the above objection was formally advanced, about thirteen years ago, the coal business has been almost completely revolutionized, and instead of being carried on in frail boxes floating with the current and destined never to return, it is now chiefly carried on in regular barges, in fleets managed by powerful steamers, built for this special purpose, called tow-boats. These fleets of barges, drawing from 6 to 8 feet of water, are not usually started until there is a depth of about 8 to 10 feet in the channel; and consequently they are obliged to remain at Pittsburgh and other points, sometimes for many weeks together, waiting for what is termed a "coal-boat freshet" before they can leave Pittsburgh and the other coal-producing points on the Monongahela and upper Ohio.

The system of barges now in use seems well adopted to the present circumstances of the river. The large and apparently unwieldly fleets, consisting of eight, ten, twelve, and sometimes fourteen barges, on the upper Ohio, presenting a frontage of 125 to 175 feet, and a total length, including the steamer, of 400 to 500 feet, moving only when the river is in flood, can yet be controlled by the powerful steamers, and many, though not all of them, pass safely throughout the entire length of the Ohio, over its nearly 1,000 miles of navigation, notwithstanding its numerous obstructions and dangers; and some of these fleets continue their voyages over a thousand miles farther down the Mississippi, to New Orleans. Of course these immense flotillas would be wholly unmanageable without the powerful tow-boat steamers, and sometimes, at certain points, they become partially unmanageable even with their aid. This system, it will be observed, is necessarily spasmodic and very irregular, being wholly dependent on natural freshets. If the freshets were regular, and always reliable, and the navigation were entirely freed from its present numerous obstructions and dangers, a safe as well as an extensive and profitable coal business might soon be perfectly adapted to it, and little more would be needed in connection with this peculiar system; but the freshets, it is well known, are very irregular, and by no means always to be relied upon in advance. The year 1865 was, in this respect, remarkably favorable, and 1866 was still more favorable, on account of the number of fine, available coal-boat freshets; and this had the effect of stimulating the coal business of the year to an unusual extent.

The construction of a regular, always reliable steam-boat navigation, on any permanent plan, would undoubtedly work an entire change in the programme of the Ohio River coal business. The same steamers and the same barges could be employed, or possibly lighter and less powerful steamers might then be used with advantage steadily all the year round, making regular trips uninterruptedly, each steamer taking fewer boats than now, but running at all times, and therefore making many more trips during the year, with perfect regularity and dispatch; and consequently doing the same, or a larger amount of business, with less capital, at less cost, and at less risk. A steamer of moderate size could pass through the large lock with five large barges at one lockage. Such a "tow" would occupy, say, fifteen minutes in passing each lock, with its 50,000 or 60,000 bushels of coal (1,785 or 2,143 tons). If but ten such tows passed daily, occupying two and a half hours at the lock, taking the lowest number of bushels (50,000) to each fleet, and allowing only 300 days of navigation, it would give 500,000 bushels daily, (17,850 tons), and 150,000,000 bushels for the year, (5,357,000 tons). The passage of even three such fleets per twenty-four hours would amount to 45,000,000 bushels per annum, or about 5,000,000 bushels more than the whole Ohio coal trade from Pittsburgh during 1866—the largest up to that date of any year. This is presented in the particular shape merely to exhibit in a striking light the change that might probably take place in the manner of conducting this coal business. The fleets would require, on a single trip, more time than now for the descending trip but less time than now for the return trip; and generally returning nearly empty, or comparatively light, the up trip, except in floods, would take a shorter time than the down trip. Parties desiring to send still larger tows, as they do now, with the heavier steamers, to be run only in cases of freshets, would do so if they chose, by running only at such times as the floods were sufficient to make a safe navigation through the chutes of the dams, which would occur, as now, several times during the year, though at irregular periods, of course, as heretofore. The probability is, however, that with the navigation thus improved, so as to present at all seasons a reliable navigation, 6 feet deep, much of the freshet coal-boating would, from pecuniary consideration, nearly or quite cease. That is to say, not much, if any, coal would be held over for freshets, or little in comparison with the entire annual trade. There is now, every year, a heavy expense attending the coal business, which would then be entirely saved, namely, the watching and bailing of arks and barges; waiting days, weeks, and sometimes months, for a coal-boat rise; meanwhile, also, the powerful and costly towing steam fleet being at the same time idle and under unavoidable expense—altogether making a constant investment of much dead capital, in addition to other continued expenses and risks which never cease, no matter how long the intervals between the coal-boat floods.

Between Pittsburgh and Louisville, a distance of 598 miles, with the assumed number of locks 51, the probable time required to tow a loaded five-barge fleet down and an empty fleet back would be as follows:

Descending.

	Hours.
Time at 51 locks, 15 minutes each	12¾
Running time with loaded barges, 598 miles, at 5 miles an hour	119½
Equal 5 days and 12¼ hours	132¼

Ascending.

Time at 51 locks, 15 minutes each	12¾
Running time with empty barges, 598 miles, at 6 miles on hour	99¾
Equal to 4 days 16½ hours	112½

"Total time of round trip, 10 days 4¾ hours, or, say, 11 days per trip. Then 11 divided into 300 days, the assumed annual period of certain navigation, would give 27 trips foı the year; which, at 50,000 bushels per trip, would make 135,000 bushels (or 48,214 tons) per year for each tow-boat; so that, to accommodate the business done during the past year, 1869, namely, 45,000,000 bushels, would require, say, 33 light towing-steamers, each of only power sufficient to conduct 5 barges. This number of steamers is certainly less than half of the number required to do the business of 1866 on the natural river, even with much more powerful and consequently more expensive steamers, though it of course included the coal taken below Louisville for the Lower Ohio and Mississippi.

"A little error of judgment one way or the other in these approximate calculations of the time and of the capacity of steamers, etc., will not seriously affect the general comparison or the general showing here designed to be made. My object is to present merely a fair, reliable comparison, and to show the reasonable probability that upon a navigation thus improved the coal business may be conducted with a very great saving to all concerned.

"In this connection it is proper to refer to the fact that on the present system the annual losses to coal shippers are in the aggregate very great, a large portion of which, it is believed, would be saved upon the improved navigation and changed system.

"It is considered by men of experience in the present coal-shipping system, that there has been an annual actual loss of from 8 to 10 per cent. of all the coal that starts from Pittsburgh. Some place it higher. Thus, on 1,600,000 tons, valued at $4 per ton, the total value would be $6,400,000, 10 per cent. of which would be $640,000 for the annual loss in that way. Besides, at present the actual cost of transporting coal, say from Pittsburgh to Louisville, is about 7 cents per bushel, or, roundly, say $2 per ton. Now, if a saving of 25 per cent., or 50 cents a ton, can be effected in this item on 2,000,000 tons (56,000,000 bushels), the annual saving in the near future would amount to $1,000,000, making annually $1,640,000, if all could be saved. And since the quantity from Pittsburgh alone in 1866 was over 1,428,000 tons, and in 1869 over 1,600,000 tons, we may with propriety estimate 2,000,000 tons as the probable quantity within a very few years.

"In an enlarged view of this question of saving it is proper to refer to what the Ohio coal trade will probably attain within the next ten, or even twenty years, in the event of an improved, reliable navigation. It may soon be 5,000,000 tons annually, or even much more. And with no more than 5,000,000 the probable estimated yearly saving in cost of transportation alone would be $2,500,000; and this on a single article of the commerce of the Ohio River. I am, therefore, led to conclude that the establishment of the slack-water navigation, or any radical improvement of the Ohio River, would ultimately conduce greatly to the advantage of the coal business, make it more regular, more reliable, and much more free from risks, more profitable to miners and shippers, and cheaper to consumers; and thus materially aid in its further development. It is true, however, that a similar or much better improvement would arise from a constantly reliable 6-foot navigation, free from drawbacks of locks and chutes, if such can be secured. Nevertheless, slack-water navigation, in the absence or impracticability of such better navigation, seems to offer a very decided improvement over the natural river with its present precarious, irregular, and obstructed navigation, especially in connection with the coal business. There may be other points in connection with slack-water bearing upon the question of the coal trade, but those above referred to, it is believed, embrace the chief items of interest.

"INJURY TO THE LUMBER TRADE.

"In regard to the lumber trade floating on the river, in the shape of rafts, etc., it is assumed that chutes at the dams can be so arranged as to permit them to pass with safety on such freshets as the lumbermen usually descend with their rafts. It is believed also, in the event of a complete slack-water navigation below the head of the Ohio, that large quantities of the lumber would be prepared or manufactured at and above that point, and distributed to the lower river in barges; and with the rapidly advancing prices of lumber it may be found in the future advisable to carry it nearly all in barges to prevent the deterioration in value caused by its floating so long and collecting the sediment and, of late years, oil in its pores. It is not urged, however, that the descending navigation for rafts will be improved by the dams, but that such provision can be made by means of proper chutes as will do away with any necessity of using the locks for rough lumber, except as already referred to when put into the shape of prepared or manufactured lumber in barges, although locks might be used of choice occasionally by rafts.

"ASSUMED FILLING OF POOLS WITH SEDIMENT.

"It has been objected that the pools would fill with sediment. It is well known, as already remarked, that the Ohio River in its natural condition is but a series of pools and natural dams; some of the pools being 30 feet deep and many of them 15 feet or more. There are on the Ohio River 187 pools having more than 7 feet depth in extreme low water, covering an aggregate length of 632 miles. The present pools do not fill with sediment. On the contrary, the frequent floods rising to 30 and 50 feet, or higher, maintain them as a rule in their normal condition. Experience on the Monongahela, which is much more muddy in freshets than the Allegheny River, the larger confluent of the Ohio, does not show any such result. Changes may take place in some of the movable bars, but general experience with numerous rivers on which dams have been in use many years proves that in all cases when they are subject to considerable floods, as in the Ohio, they sweep out the pools, leaving the navigation unobstructed by sediment. My opinion is that this objection has no real foundation; that there are no reliable facts to sustain it.

"LIMIT TO FREIGHT BUSINESS.

"It has been mentioned as an objection to locks and dams that they would set a *limit* to the amount of freight which can be transported on the river.

"It is true that any lock navigation, however capacious, is not illimitable. In this sense a slack-water system, if unaccompanied with chutes, will of course set a limit; but it must be kept in mind that the present precarious, obstructed, and irregular natural river navigation also sets a limit to the freight that can or will be carried; a limit which is quite *absolute* occasionally *for several months consecutively*. It is true also that when the river is in flood, or in a perfect navigable state, as it is for some months every year, its capacity at such periods may be considered for the time unlimited.

"Yet the irregularity of these floods, in the nature of the case, actually limits the total trade. It must be granted that if there are any practicable means of obtaining a constant flow of 6 feet, or even at the lowest times 5 in the natural river, so as to do away entirely with low-water stages, such a navigation will be very far superior to the most perfect slack-water navigation. In that event the capability of the river as an avenue of commerce would indeed be practically without limit.

"It is not with such a river of the fancy or of the possible future that we have now to deal or to compare with the slack-water. On the contrary, we have a river so subject to fluctuation, and to obstructions interfering with the movement of loaded vessels on account of low-water periods, that it now practically limits the actual freighting that can annually be advantageously or profitably done upon it. The intervals when the navigation is good for a profitable class of freight-boats are now so irregular as greatly to cripple and retard the growth of river trade, and thus also to limit it as well as to tax it heavily in consequence of this irregularity. Admitting that the present precarious navigation might, under this heavy tax arising from stoppages, delays, and irregularities, be naturally more capacious than an ordinary slack-water system, the real practical question at last is, what sort of a limit would the slack-water present? It must be recollected that for one-sixth of the time, or during about two months of the year, there would be a free, unobstructed navigation over the dams, both for ascending and descending vessels, at which times the limitless capacity of the stream would be the same with or without the dams; and that during other considerable periods there would be a safe descending navigation through the chutes, and that then, as now, a large amount of lumber, coal, and other freight might pass without using the locks at all. Let us examine the capacity of the *locks* for freight business, independently of the foregoing additional facilities.

"It will be within bounds to allow fifteen minutes for the passage of a steamer; and it is not unreasonable to assume that the cargo might amount to 500 tons (under a regular and always reliable navigation). This would give 2,000 tons per hour, or 48,000 tons per day, and for the 300 days allowed for navigation 14,400,000 tons per annum. This would be the capacity even of a single-lock system; and with double locks double this business, or equal to 28,800,000 tons per annum. No one would perhaps be justified in asserting that such an immense trade as this is *never* hereafter to be secured on the Ohio River, but this amount is so enormous that it may be considered that the slack-water, keeping in view as we ought the amount of freight that would be passed outside of the locks, sets no limit practically to the freight business on the river, for, if ever the trade should attain to that magnitude and the business should become so crowded as really to demand it, additional locks could be built, at which time, under the circumstances, their cost would obviously be quite insignificant compared with such vast transactions. So that, although there *is* a limit, it is practically so far off and has reference to so large a trade as not to constitute in itself a serious practical objection to the system of locks and dams, although it remains as an abstract objection not applicable to a river with a constant natural channel never less than 5 feet deep, and generally 6 feet or more, as hoped for but not existing. Objections: that the pools along the river will render the country unhealthy.

"It is somewhat singular that this objection originated with a civil engineer, one who at the very same time was advocating the construction of a vast number of reservoirs and river pools all over the country, which it was proposed to draw down in summer as feeders for the Ohio River; and while contending that such reservoirs, thus used and emptied in the hot season, would not be unhealthy, asserted or claimed that the suggested pools on the Ohio River would be pestilential and create sickness, although they were never to be drawn out, as in the case of the other proposed reservoirs.

"My experience on the Lehigh, the Schuylkill, the Susquehanna, the Juniata, the Kiskiminetas, and the Beaver Rivers proves that in every case the river valleys were more healthy after the erection of the dams and slack-water than they were before. Along the Monongahela also the health of the valley has been improved and its population very largely increased in consequence of the advantages of the slack-water.

"The quantity of water that would be contained in slack-water pools on the Ohio River would be very great, much greater than now, and the healthfulness of the Ohio valley would, in my opinion, be improved rather than injured by the construction of the dams. I can not, therefore, without doing violence to years of experience and to my own judgment, regard the proposed river pools as in the least objectionable on the score of their fancied insalubrity. This objection can not, I think, be sustained, either theoretically or practically.

"DELAYS AT THE LOCKS.

"Another objection is made on account of delays to steamers, etc., at the locks. It is a legitimate objection which appertains to locks that all vessels using them must of necessity stop and be delayed some minutes at each lock. But in the case of a slack-water on the Ohio there are compensations which reduce the actual total delay in the trip of a steamer very considerably; and, compared with some stages of the natural river, as for instance in very low water, the round trip could be made quicker in the slack-water, notwithstanding the delay at the locks. On the Monongahela slack-water, between Pittsburgh and Brownsville, the distance is 55 miles, with 4 dams and locks. Capt. E. Bennett, who has long run steamers upon that improvement, stated some years ago as follows: 'The time of running the 55 miles, including the passing of the four locks, varies from 6 hours to 5¼ hours (9 to 10⅓ miles an hour, including the delays) by different boats. Generally it takes as long to go down as to go up. We count the time it takes, *including all stoppages for freight and passengers*, eight hours up and eight hours down. The average time to pass each lock is from seven to ten minutes, but it can be done much quicker if required. A boat has been passed through No. 4, in a good stage of water, in two minutes twenty seconds. We can land, put out a passenger, and get under way again in from two to three minutes. Before the completion of the slack-water I do not recollect coming up from Pittsburgh to Brownsville in less than *twelve hours*, and frequently from *twenty to twenty-four*. * * * We frequently make the trip when the river is frozen to the thickness of three inches. * * * I think the ice does not form so quick in pools in the first freeze as it did before the dams were built, owing to the greater body of water to be brought to the freezing point. * * * I can not say that the boats have been stopped by low water more than in the summers of 1854 and 1856. In 1854 our boats were laid by eighty-two days, and a good part of that time there was no navigation for any steam-boat of lighter draught (our boats draw 3 feet light.) Our locks and dams have not caused much detention by being out of repair. We are occasionally detained for a short time by something getting behind or before the gates, so as to prevent their opening or closing.'

"There can be no question that the time of navigating has been lessened on the Monongahela by the use of the slack-water.

"The average length of pools on the 598 miles between Pittsburgh and Louisville, with fifty-one dams of 6 feet lift, would be about 11¾ miles. The pools would be shorter on the upper end nearest Pittsburgh, and longer on the lower part. In a round trip between Pittsburgh and Louisville and back there would be 102 lockages, and, allowing fifteen minutes lost at each, it would give twenty-five and one-half hours thus lost at the locks. Allowing one stoppage to land passengers, etc., in each of the fifty-one pools, both going and returning, or 102 stoppages in all, and three minutes lost time at each would give 5 hours 6 minutes lost in landings. Allowing for general steamers a running average rate of 12 miles an hour going down and an average of 11 miles an hour going up would give 51¼ hours down, and 56 hours up; making a total of 138 hours, or 5 days 18 hours, including landings and lockages, on the slack-water, allowing no time at Louisville.

"On the natural river, with about 5 to 6 feet water in the channels, which is regarded as a fair stage for running, steamers on an average may run down stream about 14 miles an hour, and up stream about 8 miles an hour. This would give an average both ways of 11 miles an hour, or for the 1,196 miles round trip, say, 109 hours. Add for 51 landings down, at 5 minutes each, 4½ hours, and 51 landings up, at 3 minutes each, 2½ hours, total 116¾ hours, equal to 4 days 20¾ hours. Difference, 21¾ hours in favor of the open river in such a good stage.

"The best stage of water for the packets in the natural river is about 15 feet at Pittsburgh and 20 feet at Cincinnati. The time from Pittsburgh to Cincinnati, down, about 28 to 30 hours, has been done in 27 hours down and 45 hours up on this distance of 466½ miles. This gives an average of about 17 miles an hour down and 10 miles an hour up; but when running thus against time the down landings would not be more than two or three, and running up they would stop their engines only long enough to take a wood or coal flat in tow about three times, *not landing at all.*

"The average landings down, in a business trip on the natural river, would now be about 25 and up about 35 between Pittsburgh and Cincinnati. The higher the water, the more time lost in rounding to on the descending trip. The average time out from port to port, round trip, is about 5½ days; about 33 hours lost at Cincinnati and 11 hours landing. This would leave 88 hours for running time, on 933 miles round trip, or an average of 10 miles an hour. In ordinary low water, the time consumed in the running round trip would be from 6 to 12 hours longer than in high water. Taking the average at 9 hours longer, it would bring the average running speed, down and up, to 9 and 7 miles an hour, not allowing for any lost time by grounding. These facts were furnished by Capt. C. W. Batchelor, an experienced Ohio River steam-boat-man. My own opinion is that in moderate stages of water, on a slack-water navigation, the average rate of speed for the same vessels would be about 12 miles an hour down and 11 up, or an average of 11½ miles an hour both ways; on 933 miles this would give 84 hours, or 3 days 12 hours running time for the round trip, exclusive of the delays at the locks, which at 15 minutes per lockage would be 23 hours.

"In very low water the regular packets can not now run. In ordinary seasons they are laid up 3½ months on an average. Very light draught boats formerly ran all summer, when there were 20 inches of water in the channel. Navigation on the Ohio River may be roundly divided thus: 3½ months below 4 feet; 2½ months above 12 feet; and 6 months, *at irregular intervals*, between 4 and 12 feet. There will be 3½ months of the year when the slack water would have greatly the advantage in time, keeping in view *low-water delays;* 6 months when the advantage would be in favor of the natural river; and 2½ months when they would be about equal; that is, when steamers could run over the dams. But in all these approximate comparisons it is also to be considered that now, with the river in its present natural unimproved state, there are frequently from two to four months of the year when the larger boats, and even medium-sized steamers, *can not run at all;* and also at times extreme low-water periods when practically there is no good navigation even for very small boats, though this last case does not occur every year.

"Under such contingent conditions it is obvious that the case does not admit of mathematical demonstration; it belongs eminently to the domain of merely practical approximations. While, therefore, the use of locks and pools would involve loss of time when compared with the natural river only in its good stages, it would in the aggregate in some years be a saving of time, taking the year round. The delays at the locks ought not to be considered without also taking into account the saving of much more considerable delays now caused during the year by the precarious, uncertain stages of the natural river, induced mainly by low water, though this is not available in a comparison with a perfected river navigation. In case the slack-water plan should in other respects be deemed feasible, advantageous, and advisable for the Ohio River, the question of delays, vexations, and extra cost of steam-boating, shipping coal, etc., caused thereby should

receive the most careful consideration. It is a question whether the delays, etc., now unavoidably encountered to a great extent every year, are not in the long run much more annoying and costly to the river men than would be the delay caused by lockage, when taken in connection, as it should be, with regularity, safety, and the perennial nature of the lock-and-dam navigation. It is not, however, my purpose or wish to earnestly press this point; but I desire fairly to present it to the consideration of the Department and to all persons interested in the radical improvement of the river.

"In the sequel, after having completed the investivation of other plans, I will be prepared to present them all in comparison with each other.

"I will now refer to the reservoir plan.

"RESERVOIR PLAN.

"The originator of this proposition for the permanent improvement of the Ohio was Charles Ellet, jr., esq., civil engineer, since deceased. It was afterward strenuously advocated by Elwood Morris, esq., civil engineer. The plan itself, of storing up the rain-fall to feed navigable rivers in times of drought, is not new, the same having been discussed in a work written by Mr. Thomas Telford, the distinguished English civil engineer, about the year 1800. Mr. Telford urged the plan for the improvement of the navigation of the river Severn. His plan was 'to collect the flood-waters into reservoirs, the principal ones to be formed in the hills of Montgomeryshire, and the inferior ones in such convenient places as might be found in the dingles and along the river. By this means the impetuosity of the floods might be greatly lessened, and a sufficient quantity of water preserved to regulate the navigation in dry seasons, etc. This, it is thought, might even prove the simplest and least expensive mode of regulating navigable rivers, especially such as are immediately on the borders of hilly countries.'

"Mr. William Jessup, another English engineer of those times, said on one occasion, 'Rivers may be rendered nearly uniform throughout the year by reservoirs;' while Mr. Rennie, another distinguished English engineer, remarked, 'After what has been said respecting the excess of flood-water in the river Roch above the ordinary supply, the *idea of correcting the floods of the Severn by reservoirs must appear to be ridiculous.*' The Severn is very far inferior in size, length, extent of drainage, height of floods, etc., to the Ohio, the whole length of the Severn up to Welsh Pool being but 155 miles, while the Ohio up to Pittsburgh is 967 miles. The highest floods in the Severn were about 16 feet, the average height of floods about 7 feet; while the highest floods in the Ohio are from 40 to 60 feet, and the average height of floods is over 20 feet.

"My own careful investigations of the subject of controlling the floods of the Ohio by means of artificial reservoirs, which were made in 1857, satisfied my mind conclusively that such control by any human means attainable within the practicable limits of cost is impossible. I will not, therefore, in this report devote any space to the consideration of the reservoir plan *as a means of controlling the floods of the Ohio River.* My present attention will be turned wholly to its consideration as a means of effecting a perennial flow in the natural channel of the river sufficient to make a navigation 6 feet deep at all ordinary periods of low water, and not less than 5 feet deep at a period of extreme drought.

"The area of country drained above Pittsburgh, and which sheds its rain-fall into the two confluents, the Alleghany and Monongahela Rivers, which form the Ohio, is about 240 miles long from north to south, and about 80 miles wide from east to west, comprising about 19,200 miles. The area drained above Wheeling has been considered to be 24,337 square miles. It is sufficiently accurate for all practical purposes to consider 19,000 square miles as the area of gathering-ground for the waters concentrated at Pittsburgh.

"Observations of the flow of water passing Wheeling have shown that there was one year, 1845, when it represented only 9.83 inches depth from the area above quoted, viz, 24,337 square miles. This was the assumed available total quantity at that point for the year, according to Mr. Ellet's investigations and calculations. We may, however, safely estimate the minimum available average annual rain-fall passing Pittsburgh at 12 inches on the area of 19,000 square miles, giving a total for the year of 529,689,600,000 cubic feet. So that if the whole available rain-fall was stored in reservoirs it would afford a daily flow of 1,423,807,123 cubic feet. According to the calculations, this would have made a constant average depth of nearly 7 feet at Wheeling.

"The quantity required to keep up 6 feet depth at the same place was calculated from the flow at Wheeling to be 1,164,000,000 cubic feet per day. Supposing only the same quantity to be sufficient to maintain 6 feet depth between Pittsburgh and Wheeling, and especially between Pittsburgh and Beaver, where the fall is about 15 inches per mile, it would prove that usually enough rain falls annually, if it could be equalized, to afford 6 feet depth constantly at Wheeling, and perhaps nearly 6 feet at at all points below Pittsburgh and above Wheeling.

"If provision could be made for keeping up a steady natural flow of 6 feet between Pittsburgh and Beaver, where the most rapid descent occurs, it would be ample at all points below; bearing in mind the additional supply from the lower tributaries. To bring the water from the low stage of 1 foot to a 6-feet stage it was calculated would require a daily supply, at Wheeling, of 1,062,000,000 cubic feet. (The calculated daily flow of the low-water depth of 1 foot at the same place was 102,000,000 cubic feet, about one-tenth enough.) Assuming now that 100,000,000 cubic feet per day represents nearly enough the low-water flow of 1-foot depth at Pittsburgh, and that about 1,200,000,000 cubic feet per day represents the entire quantity required to keep up a 6-feet flow between Pittsburgh and Wheeling, it would require 1,100,000,000 cubic feet daily to be provided artificially during such low-water periods; and of course less in proportion on different stages of the river, up to a 6-feet natural flow.

"It is important to determine how many days of low water ought to be provided against, although in most years a smaller number might occur. We must anticipate that what has happened in times past may happen again.

"In 1838 the river was—

	Days.
At or below a 1-foot stage (some days as low as 10 inches)	32
Between 1 and 1½ feet stage	13
Between 1½ and 2 feet stage	17
Between 2 and 2¾ feet stage	37
Between 2¾ and 3 feet stage	5
Between 3 and 4 feet stage	29
Between 4 and 5 feet stage	28
Between 5 and 6 feet stage	3
Total below 6 feet	164

"No two successive seasons are alike. And it may be said that even in a long series of years no two of the seasons are alike in the flow of water in the river. In 1854 the extreme low water was lower on the Upper Ohio even than in 1838; so that on the upper part of the Ohio River the navigation nearly dried up, while on the lower portion of the river there was still some navigation. Local causes operate powerfully on the Ohio River, so that its whole length is not often at precisely the same stage for navigation. Of course a very heavy flood at the head of the Ohio will cause a flood of some extent to pass over its entire distance of 967 miles to Cairo; but often floods enter into the Ohio from its large tributaries below, without any equivalent rise on the main stream above them. And sometimes when the headwaters of the Upper Ohio are suffering from drought the lower portion may still be well supplied from the lower tributaries. Even as high up as Pittsburgh, at the head of the Ohio proper, sometimes the Monongahela is in flood when the Allegheny, the other confluent, is not, and *vice versa*.

"All this arises naturally from the immense area and different topographical character, climate, etc., of the territory drained by the Ohio and its numerous branches. When it is considered that this area is 214,000 square miles, or 45,000 square miles more than the territory drained by the Mississippi proper above the mouth of the Missouri (that being only 169,000 square miles), such effects can be easily understood. The northern heads of the Ohio, in New York State, are in latitude 41° 20′, while the mouth is in latitude 37° north, not far above the lower boundaries of Missouri and Kentucky. Its eastern tributary heads are in longitude 78°, and its mouth in longitude 89° 20′ west; thus comprising 5° 2′ of latitude, and 11° 20′ of longitude, western tributary heads. Its whole length, from its sources in Potter County, Pennsylvania, to Cairo, Illinois, is about 1,300 miles. No river in the United States, if we except the Missouri and Lower Mississippi, drains a region of equal extent. And according to the able and elaborate report made in 1861 by Capt. (now Maj. Gen.) A. A. Humphreys and Lieut. (now Brig. Gen.) H. L. Abbott, the downfall of rain over the Ohio drainage is greater in actual water supply than that of the Missouri; the Missouri area being therein stated at 518,000 square miles, with an average annual downfall of 20.9 inches, giving an annual river discharge of 3,780,000,000,000 cubic feet. Ratio between downfall and drainage, 0.15. Mean discharge, 0.15. Mean discharge per second, 120,000 cubic feet. While the Ohio, with an area of basin of 214,000 square miles, is stated to have an average annual downfall of 41.5 inches; annual discharge, 5,000,000,000,000 cubic feet. Ratio between downfall and drainage, 0.24. Mean discharge per second, 158,000 cubic feet. The discharge from the Ohio being 31.66 per cent. greater than from the Missouri. The area of the basin of the Upper Mississippi, 169,000 square miles. Downfall of rain, 35.2 inches. Annual discharge, 3,300,000,000,000 cubic feet. Ratio between downfall and drainage, 0.24. Mean discharge per second, 105,000 cubic feet.

"The discharge from the Ohio, as stated, is, therefore, 50.47 per cent. more than from the Mississippi above the mouth of the Missouri. In the same report, page 93, the

features of the main Mississippi (or combined Missouri and Mississippi) are stated as follows: Drainage area, 8,244,000 square miles; downfall of rain, 30.4 inches; annual discharge, including three outlet bayous, 21,300,000,000,000 cubic feet; ratio between downfall and drainage, 0.25; mean discharge per second, 675,000 cubic feet.

"The discharge from the Ohio River alone is, therefore, 23.40 per cent. of the total discharge from the entire Mississippi, Missouri, Ohio, and all their tributaries to the Gulf combined. Nearly one-fourth of all the water discharged by the mouths of the Mississippi into the Gulf of Mexico is therefore furnished from the Ohio drainage. The annual depth of rainfall in that part of the basin of the Upper Ohio above Pittsburgh is probably less than the depth of the entire Ohio rainfall given in the report quoted for the entire basin. It has been usually assumed above Pittsburgh approximately at an average of 36 inches for the upper portion of the Ohio basin; and the observed flow of the water in the river at Wheeling, embracing the flow from about 5,000 additional square miles, having one year shown but 9.83 inches depth of rainfall passing, it has been considered that about one-third of the average annual downfall flows off by the river, and that 12 inches of the 36 inches of rainfall might safely be assumed as the available supply for navigation from that region.

"In the report of General Humphreys the downfall of rain throughout the entire Ohio region area of 214,000 square miles is said to be 41.5 inches, of which 24 per cent. are discharged by the Ohio. This gives 10 inches out of the 41.5 inches as available.

"Nothing short of an extensive system of rain gauges at numerous points, with careful records through a number of years, could give more accurate or more reliable data than we now have bearing upon this question respecting the quantity of water annually passing at the head of the Ohio. Nor is strict accuracy at all necessary for the present partly theoretical investigation of the subject of the reservoir plan, since it is clear from the premises, and the data already cited, that enough water flows during the year, if equalized, to secure the desired navigation of about six feet depth all the year round.

"Mr. Ellet, the distinguished engineer who projected this plan for the Ohio River, and and Mr. Elwood Morris, who advocated it afterwards, appear to have convinced themselves of the feasibility of thus equalizing it at a very moderate cost.

"It may be proper to mention here that I made an informal examination or criticism of their views in an article which was published in the Journal of the Franklin Institute in 1857, my chief object at that time being to call the attention of our public men at Washington to the importance of *investigating* carefully before adopting finally *any* plan then proposed for the radical improvement of the Ohio River, inasmuch as Congress was then very strongly importuned to make an immediate appropriation for the construction of several reservoirs, as a commencement of Mr. Ellet's plan for adding to the natural flow of the stream.

"I believed then, as I think was proved, that while this reservoir plan may be demonstrated to be *theoretically* practicable as a means for equalizing to a certain extent the flow in the river, such partial equalization would cost very much more than its projector anticipated; and there are practicable, unavoidable, and insurmountable difficulties which probably must forever prevent the actual accomplishment of such equalization.

"These difficulties are occasioned by the immense body of water which it was proposed thus to control, and by the fact that, even supposing reservoirs in sufficient numbers and capacity to be constructed to hold the entire flow which passed Wheeling from the drainage above it during the year 1845, namely, 555,482,000,000 cubic feet, the projector of the plan showed that in 1847 the quantity was 1,142,258,000,000. The difference is 586,776,000,000, or more than the entire flow of 1845. And even in that year of abundant flow (1847), when this immense body of water passed Wheeling, that quantity, enormous as it is, constituted less than one-fifth of the discharge of the Ohio River. The average discharge assigned to the Ohio, in the table referred to, being 5,000,000,000,000 cubic feet, consequently the discharge of an abundant season is considerably more.

"It was proved, from an examination of the records of the floods on the upper part of the Ohio, that some of the highest floods occurred when such reservoirs, had they been in existence, must have been full. Such being the case, they could not have aided in restraining those floods. And this would certainly be the case almost every year, if not (to a considerable extent) every year, owing to the utter irregularity of the periods when great floods occur. Let us glance for a moment at this one fact, namely, that if by possibility there could be a gigantic dam, 400 feet high, at Wheeling, sufficient actually to stop and absolutely to control all the water of the 27,337 square miles of drainage above Wheeling, it could not restrain any portion of the flow from the remaining 189,663 square miles of the Ohio Valley, nearly seven times the area. We should even then have control of only about one-ninth of the area of the Ohio River territory. As a practical engineer I can not hesitate, therefore, in expressing the opinion that the scheme of controlling or of equalizing the floods of the Ohio River by means of artificial reser-

voirs is certainly impracticable; and that in any merely human view of the question it is practically an engineering impossibility, which it would be a waste of time further to investigate, excepting, as now, collaterally.

"The question of constructing reservoirs of sufficient capacity to supply the Ohio River in low water, so as to raise the river from a 1-foot to a 6-foot stage or to a 5-foot stage, is entitled to serious consideration. The quantity of water required to be stored for this purpose is very much less than the whole flow of the Upper Ohio in some seasons, although it is still so large as to be very difficult and expensive to command by artificial means; much more difficult and much more expensive than the projector and advocates of the reservoir plan fancied or estimated. To bring the river from a low-water stage of 1 foot to a 6-foot stage, as we have assumed, would require, as already mentioned, a daily supply of 1,100,000,000 cubic feet. If we assume, also, that continuous low-water periods may occur equivalent to one hundred days, it would require 110,000,000,000 cubic feet from artificial reservoirs. Accuracy in regard to this particular point can not be arrived at; it does not appertain to the nature of the problem; nor is it very important; but it may be said that, with this additional quantity of water at perfect command, the navigation during most seasons might be kept most of the time at or near 6 feet depth. The quantity to be stored in this case would be, as above, 110,000,000,000 cubic feet. From the records and calculations of Mr. Ellet, as applied to one year, 1841, when for one hundred and nine days the water at Wheeling was below 3 feet, it appears that the flow due to a 6-foot stage in the natural river would be—

	Cubic feet.
For 109 days	126,876,000,000
And deducting the natural flow during the same 109 days	17,147,000,000
Artificial supply needed for 109 days	109,729,000,000

"There were 109 days in 1841 when the river was at or below 5 feet, and 207 days when it was below 6 feet. Approximate calculations made the total probable artificial supply in that case needed at Wheeling to be 143,729,000,000 cubic feet. The advocates for the reservoir plan assumed the quantity to be stored in reservoirs at 150,000,000,000 cubic feet in round numbers, which may be regarded as sufficiently near for all present purposes of comparison, even when made applicable at the head of the Ohio for that portion of the river which has the greatest fall—15 inches per mile—between Pittsburgh and Beaver. If, upon future critical investigations, in case they should be made, this quantity might hereafter be placed at somewhat more, the difference is not likely to be sufficient to affect any general conclusion respecting the merits of the several plans proposed for the radical improvement of the navigation.

"Two modes were proposed for storing up this immense body of water. One by means of numerous smaller dams, making reservoirs on or near the headwaters of the tributaries; the other by fewer large dams. The projectors and advocates of these modes, in order to show to others, as they believed themselves, that it was easily practicable to obtain this quantity of water, and easy to control it, presented certain assumed data, and laid down certain axioms bearing upon the question. The chief of these may be quoted as follows: 'Can we find six reservoir sites upon as many creeks, each draining a basin equivalent to 40 miles long by 15 miles wide?' 'Can proper locations be found at the lower ends of these basins for the six dams necessary to form six lakes, commanding each a drainage of 600 square miles? Or for a greater number of lakes of equal aggregate capacity? For the present we will assume (what we do not doubt) that six suitable sites can be found, and that six dams can be erected, each ponding back or giving an annual available capacity of 25,000,000,000 of cubic feet of water.'

"My personal engineering knowledge of the region, acquired from many years' experience, has enabled me to investigate this point so as to refer to it in a practical manner, to some extent, without new surveys. In making an examination of the merits of the several plans for improving the Ohio, I endeavored to look carefully to the difficulties and objections natural to each. This examination led to the conclusion that the premises laid down for these projected lakes on the creeks *can not be found combined anywhere*—not in a single instance.

"The combination required was or is an area of country draining 600 square miles, a fall not over about 4 feet per mile for the stream, a place below this basin to be drained where a dam 100 feet high could be erected, and a shape of ground so that its pond would contain the drainage of a year from the surface of the 600 square miles.

"Mr. Ellet showed that an average of a number of years gave about 40 per cent. of the downfall of rain as available, but that in several years it was less than 33⅓ per cent. Mr. Morris earnestly advocated, for the headwaters of the Ohio, the assumption of 50

per cent. as reliable. I felt constrained to coincide with the judgment that it was not safe to rely upon more than 33⅓ per cent. Upon the quantity of water assumed above, this would demand nine lakes of the size designated.

"The proposition was that such 'sites might be found near or upon elevated grounds, with moderately steep water-sheds of ordinarily impervious material,' and so situated that a dam 100 feet high would pond back 25 miles, and hold 25,000,000,000 of cubic feet of water.

"In the first place, there is no *creek* tributary to the Allegheny or Monongahela River that drains 600 square miles, excepting French Creek, which has as little fall as 4 feet per mile, and French Creek, owing to causes that will be referred to, is entirely unavailable. On Red Bank Creek, or river, as it is often designated, a dam even at its mouth would not flow back more than a little over half of 25 miles, owing to the fall in the stream (7½ feet per mile), and a dam 100 feet high would not pond more than about one-sixth of the assumed quantity.

"The Clarion River, a principal tributary of the Allegheny, drains sufficient territory—say, 1,400 square miles—but even this stream does not possess any other of the necessary assumed characteristics for one of the proposed lakes, for it rises even on its lower part 6¼ feet per mile, and on its upper part, from Ridgway up both its forks, from 7 to 50 feet and more per mile, with no flat places either on itself or on any of its branches, while its valley is so narrow that a dam 100 feet high anywhere on the Clarion River would not pond one-fourth of the assumed quantity. Above Pittsburgh there are but five tributaries of the Allegheny that drain 600 square miles—namely, the Kiskiminetas, the Clarion, the Red Bank, French Creek, and Connewango Creek.

"The Kiskiminetas River (entering 28 miles above Pittsburgh) has a fall of nearly 4 feet per mile; a dam 100 feet high would pond back about 25 miles, but its general valley is confined. At an average of 50 feet above present low water it may be about 1,200 feet wide. A reservoir on this part of the stream might contain, including the flow back along its tributaries, about 8,000,000,000 cubic feet, or say one-third of the assumed quantity for one reservoir. This is the part of the river where the least damage would be done by the construction of a dam 100 feet high. But even here it would submerge 20 or more miles of the Northwestern Railroad, and destroy not less than 20 valuable salt wells, several considerable towns, Leechburgh, Warren, Saltsburgh, or at least two of them, and several valuable water-powers. Further details of damages, etc., are not deemed necessary in this place. The Conemaugh River, above Blairsville, falls about 10 feet per mile. The Connewango Creek drains about 960 square miles. The distance from Chautauqua Lake to Warren, following the Cassadaga and Connewango Creeks, is about 29 miles, and the fall 119 feet, or something over 4 feet to the mile. Chautauqua Lake drains but a small area of country. A dam to be 100 feet high would have to be erected within 4 or 5 miles of Warren. It is not probable that such a dam would contain more than half of the assumed quantity for one reservoir; but the railroad and oil interests through that region of the Allegheny waters, from a point below French Creek to the Connewango Valley, would forbid the construction of such a reservoir there at the present day.

"The general result of such preliminary examinations as I have been enabled to make in connection with this immediate investigation is, that on no tributary of the Allegheny can a place be found where a dam 100 feet high would be likely to pond more than half the assumed quantity of water for one reservoir.

"Taking the other confluent, the Monongahela River, considering first the Youghiogheny, its main easterly tributary, we find that its upper part is unfit for reservoir or lake purposes on a large scale, on account of its very rapid fall, which is over 10 feet per mile. In order to obtain the drainage of 600 square miles the dam would have to be as low down as its passage through Laurel Hill Ridge; but here the fall is 10 feet per mile. A dam 100 feet high would therefore back the water only 10 miles, and the pool would not probably contain more than one-fourth the entire drainage of 600 square miles. It is obvious from the fall in this river that it is not favorable for this particular plan of reservoirs, unless the dam should be located on the Lower Youghiogheny River, near its mouth, where a dam 100 feet high might flow back, say, about 40 miles, and make a pool which might contain, including the flow up its tributaries, about 15,000,000,000 cubic feet, or six-tenths of the quantity assumed for one of the lakes; but the railroad, coal, mill, farm, and town interests would cause enormous damages to be assessed, even if the people would permit its erection.

"Cheat River is still more unfavorable even than the Upper Youghiogheny, on account of its fall.

We have next the main river Monongahela, or its westerly fork, a Virginia stream, until it enters Pennsylvania, about 90 miles above Pittsburgh. The fall from Weston, Va., to the mouth of Cheat River is only about 2 feet per mile. There can not be a doubt that here will be found one of the most favorable natural locations for the construction

of a high dam which would flow over an extensive area and afford a large supply of water.

"The construction of such a dam would, however, involve the necessity of some arrangement for passing rafts and other descending craft, or compensation in some form—matters which need not be entered into more particularly in this place. If these artificial lakes are to form a part of any system for the permanent improvement of the Ohio, I have no doubt that a site somewhere along this portion of the valley of the Monongahela would be selected for one of them. There is one other place where nature seems to have shaped the ground and the strain favorably for such a purpose. It is on the upper part, but not the extreme upper end, of the Allegheny River, in the vicinity of the State line between Pennsylvania and New York. The drainage does not quite come up to the assumed area of 600 square miles; it would, however, be about 500 square miles. Here is an advantegeous site for one of the proposed high dams, as the hills approach within about half a mile of each other, and the valley immediately above widens out and continues wide, with low bottom lands, and the fall in the river and on Potato Creek is only about 2 feet per mile, forming a peculiar flat place in the Allegheny. Here, as in the case of the Monongahela, the river runs north, contrary to the general drainage of the country west of the Allegheny Mountains, which in both instances has the effect of greatly reducing the fall per mile.

"But the construction of such a dam on the Upper Allegheny would destroy all the towns, mills, houses, and farms in the valley above the dam for even 30 miles, including Smithport, the capital of McKean County, Eldred, Kingsville, Sharon, Allegheny, Millport, etc.

"Independently of damage to the improvements made by man, this location would probably be the most advantageous of any to be found on the headwaters of the Ohio. If we allow a dam 90 feet high to flow back on 30 miles, an average depth of 40 feet, on an average width of three-fourths of a mile, the quantity provided would be 25,090,560,000 cubic feet; adding one-third for the additional flow up the tributaries, 8,363,520,000 cubic feet—total, 33,454,080,000 cubic feet.

"Upon the assumed average of 12 inches available downfall of rain per annum for this part of the country, the total quantity on the 500 square miles of basin would be 13,939,200,000 cubic feet, or less than half of the probable capacity of the reservoir assumed; consequently a dam much less than 90 feet in height at the point indicated would suffice to contain the drainage. A dam 60 feet high might flow back an average of say 25 miles, seven-tenths of a mile wide, with an average depth of 20 feet, which would contain 9,757,440,000 cubic feet; add one-third for the flow up the tributaries as before, 3,252,480,000 cubic feet—total, 13,009,920,000 cubic feet.

"These rough approximations can of course only serve to aid in elucidating general features. My inference would be that a dam on the Allegheny about 60 feet high, near the State line of New York, might form a pool that would contain the drainage above it; and that its capacity would be about half of one of these six lakes assumed by the projector and advocates of the reservoir system as easily practicable. Surveys alone made specially in view of reservoirs can afford accurate data.

"In 1851 a survey was made by E. Lorraine, esq., civil engineer, for a reservoir on Anthony's Creek, in Virginia, for the James River and Kanawha Canal. The following data relating to that survey were furnished some years ago by Elwood Morris, esq., civil engineer, when advocating Mr. Ellet's plan:

"Length of pool, 9 miles; perimeter, 46 miles; average width, one-half mile; area of pond, 2,753 acres; gathering ground, 65,160 acres; mean depth (assumed), 60 feet; height of dam, 126 feet; length of dam, 395 feet. Level of outlet tunnel, 30 feet below surface of pond. Contents available in 30 feet deep, or as low as the level of the outlet tunnel, 2,948,106,510 cubic feet.

"It is possible that the assumption of 60 feet as the average depth is too great; but the other features of this locality certainly show that it is a remarkably favorable site for a reservoir. The basin drained being 102 square miles, and allowing no more than 12 inches per mile annually of available rainfall, the quantity would be 2,843,596,800 cubic feet; so that the capacity of the reservoir would be greater than the annual supply. Probably the rainfall in that part of Virginia is greater than the average on the Upper Ohio, so that it might not contain more than would fall during some years. I refer to this Anthony's Creek reservoir for a special purpose, not because it could possibly be made available in supplying the Upper Ohio River, for it could not be, but because it presents much more advantageous features than can be found combined on any of the upper tributaries of the Monongahela or Allegheny Rivers. It was adduced by the advocates of the reservoir plan for the purpose of showing how large a quantity of water might be stored up on a single tributary, and referred to as a basis for forming a general opinion of the approximate cost of securing reservoir supplies of water for the Upper Ohio River. On the other hand, the same parties presented an existing reservoir on the headwaters of the Conemaugh River in Pennsylvania, which is in the very region whence ar-

tificial supplies of water for the Upper Ohio must be derived, as showing what had already been accomplished on a small scale, compared with the much larger requirements for the Ohio River. The Conemaugh reservoir has a water-raise of 62 feet, with a capacity of 466,000,000 cubic feet. The Conemaugh reservoir is therefore only about one-sixth of the available capacity of the upper 30 feet of the Anthony's Creek reservoir, the latter having 126 feet water-raise, being double the height. Except in the two peculiar cases already described on the Upper Monongahela and the Upper Alleghany, where their courses are northwardly, diametrically opposite to the general drainage of the territory west of the Alleghany range, the headwaters of the smaller tributaries have in nearly all cases 10 feet or more fall per mile, even Anthony's Creek, at the proposed reservoir, having 14 feet per mile fall. Very few, if any, sites so advantageous as that on Anthony's Creek, except the two on the main streams just mentioned, are likely to be found on the upper tributaries above Pittsburgh. Few, if any, places occur where it would answer to erect dams 126 feet or even 100 feet high that would command drainage enough and have the capacity of the Anthony's Creek reservoir. I make this suggestion not merely on any general view of the case, but from particular personal knowledge acquired through numerous surveys made for railroads, and in connection in former times with the Pennsylvania State Canal, between Johnstown and Pittsburgh, the Erie Canal, between Erie on the lake and Beaver on the Ohio River, the French Creek Canal and Feeder, and the Monongahela slack-water navigation, between Pittsburgh and the Virginia State line. I was engaged for three years with several engineer parties in the field in surveying along the headwaters of the Alleghany for routes for the Alleghany Valley Railroad, and more recently, in 1865 and 1866, surveying routes for the Atlantic and Great Western Railroad, in the region between the western slopes of the Alleghany Mountain and the Alleghany River, and my professional duties at one time (in 1839 and 1840) required me to traverse the entire width of the State of Pennsylvania frequently, between the lake and the Virginia State line. It is due to the Deqartment as well as to myself that the grounds on which these opinions upon this important subject are based should be known. It should be understood that they have not been formed in a random manner, but have the solid foundation of practical experience in the region in question.

It is quite possible that some sites for reservoirs, with dams 50 or 60 feet in height, more favorable than the Conemaugh reservoirs, exist where the same amount of work would secure a larger supply of water, but they can not be numerous. That reservoir cost $166,000, and it was built many years ago, at a time when such works could be erected for about half their present cost. The same work would now cost probably not less than $300,000. Admit that in similar situations $300,000 might secure 500,000,000 cubic feet of water; I have seen no estimate of the cost of the proposed Anthony's Creek reservoir, but suppose it to be assumed roughly in round figures at no more than $1,000,000, and allow that it might be large enough to store up 5,000,000,000 cubic feet of water, which is probably as much as it could hold and nearly twice as much as 1 foot of rainfall on the basin drained (65,160 acres), to secure 150,000,000,000 cubic feet for the 6-feet navigation with the Conemaugh reservoir as a basis, it would require 300 reservoirs, which, at $300,000 each, would be $90,000,000. To secure the same quantity with the assumed Anthony's Creek reservoir as a basis, as above, would require 30 reservoirs, which, at $1,000,000 each, would be $30,000,000, the latter being but one-third the cost of the former. I think it is safe for all present purposes to assume that to secure a quantity of water sufficient to maintain a flow in the Ohio River at all times 6 feet depth would cost not less than $60,000,000, because, although a few sites might possibly be found more favorable than that at Anthony's Creek, it is highly improbable that on an average for thirty sites the conditions would be anything like so favorable. Indeed, without extensive surveys previously made no engineer would be justified in assuming as a certainty that the average conditions would be materially more favorable than those appertaining to the Conemaugh reservoir, in which case the cost might approximate to $90,000,000 or more, as shown.

All this is, of course, founded on the assumption that it is practicable to find the number of sites required where the construction of such reservoirs would be permissible as well as practicable.

These approximate estimates, although presenting nothing accurately, may serve to convey a general idea of the probable cost of carrying out a system of reservoirs of sufficient capacity to maintain the flow of the Ohio at or near the depth of 6 feet in the channels of the natural river. Should such a system be adopted the reservoirs or some of them would have to be found in West Virginia, in the northern part, but chiefly in Western Pennsylvania, along the head-waters of the Monongahela and Alleghany Rivers and their tributaries.

The cost and general nature of the improvements and experimental tests made upon the channel-way of the Ohio River by direction and provision of Congress are detailed

in another part of this report, prepared under the immediate supervision of the Bureau of Statistics.

The two most extensive works of this character undertaken and successfully completed by the General Government are the Louisville and Portland Canal, extending from the head to the foot of the perilous shoals at Louisville, known as the "Ohio Falls," and the great Davis Island Dam, near Pittsburgh. A full description of the canal will be found on pages 606 and 607 of the report of this Bureau upon the "Internal Commerce of the United States" for the year 1886. The enlargement of the mouth of the canal into an ice harbor or safety basin, referred to on page 607, as mentioned above, has proceeded nearly to completion, and, with a proper supply of means, can be utilized by the close of the next Gevernment fiscal year. It is estimated that this enlargement will, by preventing wreckage on the falls, enable enough salvage in ten years' time to pay its entire cost. As usual with Government work on Western rivers, this is of the most substantial character, and will endure for an almost unlimited length of time, with small charges for repairs.

Concerning the Davis Island Dam, the following extracts from the address of Hon. Daniel Agnew on the occasion of the formal opening of the dam to navigation, October 7, 1885, will provide a clear description of the work and a connected history of the enterprise itself:

"Congress by the act of March 3, 1875, appropriated to the improvement of the Ohio $300,000, of which $100,000 were to begin this work, and a board of engineers consisting of Generals Wright, Weitzel, and Poe, and Colonel Merrill, was appointed to select a site. They selected and reported this at Davis Island.

"Owing to the procrastination of Pennsylvania to pass the necessary law to confer jurisdiction over the site upon the United States, the work was not begun until August 19, 1878. Various delays occurred owing to the failure of Congress to make timely apppropriations, the law forbidding the United States officers to make contracts in advance of the appropriations.

"The delay was fortunate, as it enabled Colonel Merrill to adopt a valuable invention of Mr. Alfred Pasqueau, a French engineer. In the original chanoine system (named from its inventor, and in use on the Seine, Marne, Meuse, and other French rivers) a tripper was used to let down the wickets, which answered for short spans only. These tripper-bars were dispensed with by the use of a hurter-block, invented by Mr. Pasqueau, which can be applied to spans of great length, thus reducing the number of piers, and diminishing the danger of navigation, especially of large coal fleets. The change was made upon the report of a board of engineers, appointed at the suggestion of Colonel Merrill, to consider certain modifications in the plan of the Davis Island dam. The board consisted of Colonel Craighead, who was in charge of the Kanawha improvement, General Weitzel, Colonel Merrill, and Lieutenants Turtle and Mahan. The view of the board being concurred in, the change was formally authorized by the chief engineer, March 25, 1881, and a contract made May 24, 1881, for 141 cast iron Pasqueau hurters.

"The dam was so f r completed in the summer of 1884 that it was temporarily raised and continued up for five weeks with a satisfactory result. At the close of 1884 the total expenditures had been $828,252.85, and it was expected that the total cost would be less than $1,000,000. This includes gates, lock, and shore works. The cost of the dam proper will be about $750,000, or $437 per foot lineal.

"The following description of the dam I take from a report of Lewis M. Haupt, esq., to the Engineers' Club of Philadelphia. Says Mr. Haupt: 'The elements of a *barrage mobile* or movable dam are a wicket, a horse, a prop, and devices for manœuvering them. The wicket is merely a strong rectangular shield, or panel, of variable dimensions, hinged to an axis placed at a height of one-third the length of the wicket from the bottom of the weir and of seven-twelfths for the passes. The part of the wicket below this axis is called the breech; that above, the chase. To the same axle is hinged the head of an iron frame, called the horse, the feet of which are hinged to the floor of the pass, just behind the sill, so that when the wicket is raised, its place will be inclined down stream at an angle of 20 degrees, while the horse will be inclined up stream at an angle of 5 degrees from the vertical. The prop makes an angle with the horizon of 37 degrees. It is hinged at its upper end to the axle of oscillation of the wicket, and at the foot of it is supported by a cast iron block called a hurter, which is rigidly bolted to the dam.'

"The work upon this dam has been under the careful supervision of officers of the United States Army. In this work Captain Mahan was the chief assistant of Colonel Merrill. All the officers named deserve special mention, and a record of their skill and services in connection with a work so novel and important.

"In erecting this dam the following dimensions were adopted: Lock chamber, 600 by 110 feet clear; navigable pass (sill on river bed), 559 feet; weir No. 1 (sill 1 foot above bed), 224 feet; weir No. 2 (sill 2 feet above bed), 224 feet; weir No. 3 (sill 3 feet above bed), 216 feet.

Length of main channel, 1,223 feet, and piers included, 1,260 feet.

Number of wickets in navigable pass	139
Number in weir No. 1	56
Number in weir No. 2	56
Number in weir No. 3	54
Total	305

In navigable pass, each wicket 12 feet and 1½ inches long by 3 feet, 9 inches wide. In weir No. 1, each wicket is 11 feet 1½ inches long by 3 feet 9 inches wide. In weir No. 2, each 10 feet 1½ inches long by 3 feet 9 inches wide. In weir No. 3, each 9 feet 1½ inches long by 3 feet 9 inches wide. The wickets are spaced 4 feet apart between centers, leaving 3 inches clearance.

On the back channel is a permanent dam 456 feet long.

The dam is located about five or six miles below the "Point," or confluence of the Monongahela and Allegheny rivers, at the foot of Davis and just above the head of Long or Neville's Island. The fall of the Ohio from the foot of Market street to the dam is 6 feet. The height of the dam, from sill to crest, is 12 feet; lock length 600 feet; width 110. It will pass at once from ten to twelve barges, two flats and the tow-boat. The back water extends to dam No. 1 of the Monongahela Navigation Company, on that river, and to Garrison ripple, on the Allegheny river, nearly opposite the United States Arsenal. The depth of the pool opposite the city of Pittsburgh is 7 feet. The surface measurement of the pool, from the dam upward, is 1 square mile and 62-100, or 1 mile and 1-5. The pool touches both cities, South Pittsburgh, Birmingham and Sawmill Run, or Temperanceville. The surface capacity of the pool furnishes a haven for 12,000 boats of all classes, or 6,000, allowing for free movement.

APPENDIX.

RAILWAY BRIDGES CROSSING THE OHIO RIVER BETWEEN PITTSBURGH AND CAIRO.

The following brief descriptions of railway bridges crossing the Ohio River will be found interesting as well as instructive. Some of these are recognized masterpieces of engineering skill in overcoming immense natural difficulties, and all combined serve to illustrate the statistics of that vast commerce constantly passing over the noble stream in a reciprocal exchange of the commodities of a continent.

The bridges are arranged in this section of the report in serial order from above to below as the river runs:

THE PITTSBURGH AND LAKE ERIE BRIDGE.

The Pittsburgh and Lake Erie Railroad crosses the Ohio River at Beaver, Pa., upon a single-track iron-truss bridge. This structure is 1,341 feet in length and has an iron viaduct approach of 1,114 feet long. The channel span of the bridge is 446 feet; the bottom of the lower chord being 90 feet above low water. For a profile of the bridge see appendix. The tonnage of freights and classification of same carried over the bridge during the year 1886-'87 will be found in another part of this report devoted to that special subject.

THE STEUBENVILLE (OHIO) BRIDGE.

This bridge was erected in 1862 and 1863. It is composed of 8 spans 1,901 feet in total length. Commencing on the West Virginia shore, the spans are divided as follows, the measurements being in all cases from center to center of pier:

	Feet.
Span No. 1	233.0
2	235.7
3	235.7
4	239.7
5 (channel)	323.0
6	214.0
7	210.0
8	210.0

All these spans, except the channel span (No. 5), are deck spans. The structure was designed, built, and erected by J. H. Linville. It is a single-track structure, composed of iron, on the Linville plan, with cast-iron compression members and wrought-iron tension members. The elevation of the track is 90 feet above low-water mark, and the track is level throughout the entire length of the bridge.

Arrangements are now in progress for the renewing of this structure for double track, using wrought-iron throughout. The entire bridge is on a straight line.

Spans Nos. 1, 2, and 3 (counting from the Ohio shore) are each 210 feet from center to center of piers, and 195 feet in the clear at low-water line. Span No. 4 is over the main channel, and is 300 feet in the clear at low-water line, and 325 feet from center to center of bearing-plates on top of the piers. Spans 5, 6, 7, and 8 are each 235.7 feet from center to center of piers, and 220 feet in the clear at the water line. The channel span is an over-grade or "through" bridge, with a clear height of 90 feet above low water. The other spans are all under grade or "deck" bridges, with a clear height of 66½ feet above low water.

AT BELLAIRE.

The Ohio River bridge at Bellaire, across the river proper, consists of six spans of the Keystone pattern; four of them "deck" and two "through."

The deck spans are 209½ feet each, with a depth of truss of 24 feet 9 inches each; length of panels, 12 feet 10 inches. The channel span is 345 feet, with a depth of truss of 32 feet 10 inches, and length of panels of 15 feet 7 inches. The through spans are 237 feet 6 inches each, with a depth of truss of 25 feet 2 inches, and length of panels of 13 feet.

The approach on the Bellaire (Ohio) side is made by means of stone arcades, and on the Benwood (West Virginia) side by Bollman bridges.

This bridge has but a single track, and is owned by the Baltimore and Ohio Railroad Company.

BRIDGE AT PARKERSBURGH, W. VA.

The bridge across the river at Parkersburgh, W. Va., owned by the Baltimore and Ohio Railroad Company, carries a single track, and consists of 6 spans of the Keystone pattern.

Four of these spans are "decks," of 209 feet and 6 inches each, with a depth of truss of 24 feet, 9 inches, and length of panels of 12 feet 10 inches.

The two channel spans are 345 feet each, with the same dimensions as the channel span in the Bellaire bridge. The approaches on both sides are Ballman bridges. The Keystone bridges are all of wrought-iron. The Ballman bridges have wrought-iron beams, stringers and rods, and chord and truss posts only are of cast-iron.

THE BRIDGE AT POINT PLEASANT, W. VA.

Col. Charles K. McDermott, chief engineer of the Kanawha and Ohio Railway, is credited with the following terse description of his company's bridge across the Ohio River at Point Pleasant, W. Va.:

"The superstructure of the bridge proper is entirely of iron and steel, resting on stone-masonry piers. It has 5 spans, all of which are through or over grade. Their lengths from center to center of piers are as follows:

	Feet.
Nos. 1, 2, and 3, on the West Virginia side	250
No. 4, channel span	420
No. 5, on the Ohio side	200
Total length between end piers	1,370

"The bridge is calculated for two locomotives coupled, weighing 170,000 pounds, followed by a train of 2,240 pounds to the foot.

"Deflection 1 : 1800. The compression members are steel.

"The approaches of the bridge are iron viaducts, supported by stone-masonry pedestals.

"The West Virginia approach is 1,514 feet in length, and has a grade of $79\frac{2}{10}$ feet per mile on tangents, and 66 feet per mile on curves.

"The Ohio approach is $951\frac{9}{10}$ feet in length, and has a grade of $79\frac{2}{10}$ feet per mile. This approach joins at its northern end a substantial trestle-work of timber 1,091 feet in length, extending to the solid earth embankment.

ELEVATIONS.

	Feet.
Elevation of low water of 1881	100.00
Elevation of high water of 1881	152.06
Elevation of top of channel piers	192.6 and 192.55
Elevation of base of rail over channel piers	195.90

CONNECTIONS.

"This bridge furnishes a connection between Hampton Roads and Chicago, Toledo, and Cleveland on the lakes. The Kanawha and Ohio Railway is connected southward with the Newport News and Mississippi Valley Company's lines at Charleston, and with the Columbus, Hocking Valley and Toledo Railroad system at the northern end of the bridge, and by lease of 11 miles of that system, and the Ohio Division of the Kanawha and Ohio Railway with the Toledo and Ohio Central Railroad at Corning. By these roads and their connections the whole of Ohio, Indiana, Michigan, and other States westward are brought in rail connection with the Middle and Southeastern States of the Union and with the great harbor of Hampton Roads."

THE NEWPORT AND CINCINNATI BRIDGE.

This structure was built in 1871 by the Keystone Bridge Company. It is a combined railroad and highway bridge. On the Ohio shore there is a wooden trestle bridge of 1,130 feet in length. The remainder of the bridge is composed as follows, counting from the Ohio shore to the Kentucky shore:

	Feet.
Span A over Eggleston avenue	100
B	75
C	85
D	80
E	80
F	80
G	80
H over Front street	85
Three brick arches, total length	127
Span L	92.2
M	96
No. 1	137
No. 2 (channel)	418
No. 3	237
No. 4	260
No. 5	202.5
No. 6	202.5
N (over Front street, Newport)	43.8
O	43.8
P	43.8
Seven brick arches	182
Span Q (over Market Space)	35
Five arches and approach wall on Kentucky shore	236.6
Total length	3,022.2

The entire bridge, exclusive of the wooden trestle approach on the Ohio shore and the brick arches, is of wrought-iron. The trusses are constructed upon the old Keystone bridge plan. The grade rises from both shores to the channel span at the rate of 2 feet per 100.

The channel span is level and the track is 103 feet above low-water mark. The Ohio approach as far as span No. 1 is upon a 10 degree curve. This bridge is a single-track structure and is operated by the Pittsburgh, Cincinnati and Saint Louis Railway Com-

pany; the Cincinnati division of the Louisville and Nashville Railroad Company having a traffic privilege over it for freight and passengers.

CINCINNATI SOUTHERN RAILWAY BRIDGE ACROSS THE OHIO RIVER BETWEEN THE CITIES OF CINCINNATI, OHIO, AND LUDLOW, KY.

Mr. G. B. Nicholson, chief engineer of the Cincinnati, New Orleans and Texas Pacific Railway, sends the following description of this bridge:

"The Cincinnati Southern Railway, 336 miles long, from Cincinnati to Chattanooga, Tenn., was built and is owned by the city of Cincinnati. The road has been leased to an operating company styled the Cincinnati, New Orleans and Texas Pacific Railway Company, under a contract dated October 11, 1881, and expiring October 11, 1906.

"The bridge over the Ohio River between Cincinnati and Ludlow forms a part of the Cincinnati Southern Railway. The several spans, piers, and approaches were built under several contracts, the first of which was dated February 24, 1877. The bridge was completed December, 1877.

"On the Ohio side the bridge proper is approached by a wooden trestle 1,236 feet long, and an iron plate girder 64 feet long over Eighth street, in Cincinnati.

"The following is a list of the spans, beginning at the Cincinnati end, the dimensions being from center to center of piers:

Kind of span.	Length of span between centers of piers.	Name of contractor.	Alignment.	Grade per mile.
	Feet.			*Feet.*
Wooden trestle	614.00	Jas. Nixon	Tangent and 3 curve	79.2
Iron plate girder	64.00	Keystone Bridge Company	3 curve	79.2
Wooden trestle	621.85	M. Finnegan	do	79.2
Through Pratt	121.00	Baltimore Bridge Company	Tangent	79.2
Do	113.00	do	do	79.2
Do	117.69	do	3 curve	79.2
Through Whipple	190.00	do	do	79.2
Do	190.00	do	do	79.2
Do	191.50	do	3 curve and tangent	79.2
Do	300.00	Keystone Bridge Company	Tangent	30.0
Do	300.00	do	do	30.0
Channel span through Whipple.	519.00	do	do	Level.
Draw span through Whipple	370.00	do	do	Do.
Deck Pratt truss	110.00	do	do	Do.

	Feet.
Total length of north approach	1,299.85
Total length of bridge proper	2,522.19
Grand total	3,822.04

The clear height above low water is 102½ feet; the clear width of channel span is 500 feet; the clear width of one wing of draw span is 161½ feet; greatest depth of water in channel span at low water, 14 feet. The water-way of the Ohio River under the bridge at average stages measures 1,200 feet. The grade of the approach rises from McLean avenue, in Cincinnati, at the rate of 79.2 feet per mile along the approach and the first six spans of the bridge; thence on the next two spans it rises at the rate of 30 feet per mile until the channel span is reached. From the north end of the channel span to the south end of the bridge the grade is on a level, being the same elevation as the road-bed of the railway in Ludlow.

The piers of the bridge are of limestone masonry. All piers supporting spans over the water-way of the river have their foundations resting on the natural rock. All other piers have foundations of piles and grillage. The total cost of the bridge and approach was $802,172.04.

The bridge was originally built as a single-track railway bridge, without provision for foot or wagon travel. At the request of the citizens of Ludlow, in the year 1885 a footway 5 feet wide was constructed on the west side of the bridge outside of the truss to which it was attached. The cost of the footway was $9,295.24.

THE LOUISVILLE BRIDGE.

The most concise description of this fine structure ever published is that made by a commission of United States Engineers in a report to the Chief of Engineers, U. S. Army, and may be profitably quoted entire. The report is as follows:

"This bridge, sometimes known as the Ohio Falls bridge, is a railroad and foot bridge, and it crosses the Ohio River at the head of the falls, extending from a point just below the city of Jeffersonville, in Indiana, to the foot of Fourteenth street, in the city of Louisville. It belongs to a special bridge corporation, and serves to connect the Indiana railway system with the roads on the south of the Ohio that center at Louisville.

* * * * * * *

The bridge company was chartered by the State of Kentucky, with authority to construct a bridge that should not obstruct the navigation of the Ohio 'further than the laws of the United States, and the decisions of the Supreme Court shall hold to be legal.' Their authority from the United States is derived from the act of Congress approved February 17, 1865, which is supplementary to the act of July 14, 1862, under which the Steubenville, Bellaire, and Parkersburgh bridges are built. Under these acts the company was authorized to build any one of the three following styles of bridges, viz:

1. Continuous, 90 feet above low water.
2. With a draw, 70 feet above low water.
3. With three draws, 56 feet above low water.

The location of this bridge is peculiar, and the provisions of the act of 1862 do not apply very well. The authority to build under that act might have caused a great deal of injury to navigation had its provisions been interpreted to the letter. At the Falls of the Ohio there are really three navigable channels to be crossed—the Indiana chute, the middle chute, and the Canal, and as the act in question only contemplated one channel, an illiberal interpretation might have resulted in seriously affecting navigation through the others. Fortunately the company met the difficulties of the case in a most commendable public spirit, and they not only adopted the highest of the three bridges, but they largely increased the channel-ways that they were required to give.

* * * * * * *

The bridge, as built, belongs to the class of "high" bridges, as distinguished from bridges with draws, and an elevation of but 70 feet. It has a single railroad track and two sidewalks, each 6.2 feet wide, and its total length between abutments is 5,218⅔ feet. The spans, commencing at the abutment on the Indiana or north shore, are as follows: 99,-149.6; 180; 180; 180; 398¾ (Indiana chute); 245½; 245½; 245½; 245½; 245½; 245½; 370 (middle chute); 227; 227; 210; 210; 180; 180; 149.58; 149.58; 149.58; 149.58; 132; 132; (draw-over canal) 50.50. These dimensions are from center to center of piers, and they are greater by the half widths of two piers than the clear water-way. The trusses themselves are of the two styles patented by Mr. Albert Fink, the chief engineer of the bridge.

The two channel spaces are spanned by Fink triangular trusses, and all the others except the draw by Fink trussed girders. The drawbridge is what is generally known as a Warren girder, differing only from the triangular in that the latter has certain additional members that are necessary to adapt it to long spans. The former are through or overgrade bridges, and the latter deck or undergrade. The clear water-way at the Indiana chute, measured on the low-water line, is 380 feet, and at the middle chute, 352¼ feet. The roadway bearers of the channel spans are suspended below the bottom chords, and consequently the height under the bridge available for steam-boats must be measured to these members. The line of the roadway bearers of the Indiana channel span is 96½ feet above low water, and 45½ feet above highest water; the maximum oscillation being 51 feet. At the middle channel space the river is dry at low water, and the available space above the river bed is 90 feet. These two channel spans are on the same level, but at the Indiana channel the break in the rocky ledge is 1,000 feet above, while in the middle channel it is 6,000 feet below. The line of the crest of the falls is exceedingly irregular, crossing the line of the bridge between the two channel spans nearly at right angles.

The tops of the channel-piers and of all piers between them are 97¼ feet above low water of the Indiana chute. The others are lower, conforming to the grade of the bridge.

The foundations of all the piers of this bridge were laid on the solid rock, and therefore there is no need of any riprap protection around them.

The right pier of the Indiana channel-space is 64 feet 6 inches by 17 feet 10½ inches at bottom; thence it is carried up vertically, with 10½ inches of offsets, to 10 feet above low water. Above this the sides have the uniform batter, up to the coping, of $\frac{7}{16}$ of an inch per foot. The left pier is 65 feet 6 inches by 18 feet 8 inches at bottom, and is carried up vertically, with 1 foot 6¼ inches of offsets, to 18 feet above low water. Above this the sides have the usual batter. The up and the down stream ends of the piers are built

alike, with starlings formed by the intersections of arcs of circles with radii of 12½ feet. They are capped by hoods at high-water mark, and above this are finished with semicircular sections. These piers on top (without coping) measure 33 by 10 feet.

The piers of the middle channel are 64 by 17¾ feet at bottom, and 33 by 10 feet on top, with starlings and hoods like the other channel piers.

The other piers are similarly constructed, excepting that above the lower starlings and hoods they have another starling and hood, which makes a shorter length of pier on top. The top dimensions of pier No. 7 (without coping) are 21 by 7, the dimensions at bottom being 45⅚ by 14½.

The grades and curvatures on this bridge and its approaches are as follows, commencing at the face of the abutment on the Indiana or northern shore:

Distance.	Grade.	Curvature.	Remarks.
785.01	78.06	Tangent.....	Indiana side.
2,241.75	.....	.....do.....	Channel spans and spans between.
2,192.82	79.14	.....do.....	Kentucky side.
5,219.67			

The approach to this bridge on the Indiana shore consists of a long and high embankment. This, however, does not properly belong to the bridge, and, in accordance with the rule adopted for other bridges, we consider that we have reached the end of a bridge when we come to earth-work. Under this rule this bridge has no approaches, the entire space from abutment to abutment being water-way:

This bridge crosses the Louisville and Portland Canal 1,700 feet below the guard-lock at the head. An unobstructed passage-way for steam-boats is secured by means of a draw, giving a clear opening of 114 feet over the canal. The other end of the draw projects over a portion of the river, and by modifying the canal-bank on this side so that it shall just have the width of the pivot of the draw, it will be practicable for steam-boats in high water to ascend the river without lowering their chimneys. This is a very valuable provision for boats that habitually run where there are no bridges, which yet may occasionally wish to go above Louisville. In low water such boats can pass through the canal, and in high water by using the other end of the same draw they can pass up the river, even should they be too wide to get through the new locks. The changes in the canal-bank necessary to permit this use of the northern end of the draw are being made by the United States as a necessary adjunct to the enlargement of the canal.

The total high-water section of the river on the line of the bridge is 216,249 square feet, of which 13,573 square feet, or 6 per cent., is occupied by the piers. This contraction would probably cause no perceptible increase of velocity.

The low-water section is 1,377 square feet, of which 60 square feet, or 4½ per cent., is obstructed. All the water at this stage is running through the Indiana chute, but there being no navigation possible the effect of the piers need not be considered.

The losses by collision with the piers of this bridge, up to date, amount to $26,704.

The board have no changes to recommend in this bridge, which they consider a first-class structure throughout, and very much less an obstruction than it might have been had its builders limited themselves to giving only what they were compelled by law to give. On the contrary, they have chosen to build according to the highest of the three authorized plans, and have exceeded the heights and widths that even this plan required, spending $150,000 more than was necessary to comply with the letter of the law. Instead of a 300-foot opening at low water, one of their channel-spans gives 380 feet and the other 352¼ feet. The total cost of the bridge, from abutment to abutment, was $1,615,120.

If it should be found by experience that, owing to the peculiar location of this bridge, that the channel-space on the Indiana side can not be safely run by coal tows, then a still wider opening will be necessary. Present difficulties, however, may possibly be due to a lack of experience. Should it be found, however, that there are inevitable dangers due to this exceptional location which no amount of experience can avoid, it will be manifestly necessary to widen this span to 500 feet, or in some manner to modify existing conditions so as to facilitate the passage of the present opening.

The gradient of the track rises from the Kentucky shore at the rate of 79.14 feet per mile for a distance of 2,193 feet to the south end of the first channel span; thence for a

distance of 2,241 feet to the north end of the second-channel span, the track is level; and from that point it descends at the rate of 78.6 feet per mile to the north end of the bridge.

THE KENTUCKY AND INDIANA BRIDGE.

Some 2 miles below the head of the Falls is the Kentucky and Indiana bridge, locally known as the Sand Island bridge, which extends from Portland, on the Kentucky side, to New Albany, on the Indiana shore. This structure was built by a company of Louisville and New Albany capitalists under charters granted by the legislatures of Indiana and Kentucky, aided by Congressional sanction. Work was begun upon the superstructure on the 1st of October, 1882, and the bridge was practically completed in October, 1883.

The bridge is 2,453 feet in length, exclusive of approaches, and extends across the lower end of Sand Island near the Kentucky shore, between which and the island lies the exit channel from the lock basins of the Louisville and Portland Canal.

It has 9 piers, 7 of which are massive masonry composed of the compact oölitic limestone from the Bedford (Indiana) quarries, and the other 4 piers are of wrought iron. The average height of the masonry piers is 170 feet. The iron piers are cone-shaped cylinders made of boiler iron five-eighths of an inch in thickness, in pairs, on each side of the river, resting upon the bed-rocks and filled with brick and concrete. The two of these on the Indiana shore contain 170 cubic yards of brick and 300 cubic yards of concrete, and are 75 feet high, those on the Kentucky shore containing 385 cubic yards of brick and 446 cubic yards of concrete, and being 108 feet high.

Seven river spans are of the cantalever system, and are of the following lengths, measured from the Kentucky side: No. 1,260 feet; No. 2, 483 feet; No. 3, 360 feet; No. 4, 480 feet; No. 5, 260 feet; No. 6, 370 feet; No. 7, 240 feet. The second and seventh spans are respectively the longest cantalever span and draw in the United States.

The masonry in the piers contains 13,600 cubic yards of stone. The approaches on the Indiana side are 781 feet in length, and on the Kentucky side 3,990 feet. Six hundred thousand feet of lumber were put in the trestle-work of the Indiana approaches and 3,000,000 feet in that on the Kentucky side.

In the bridge proper 2,414,261 pounds of Bessemer steel were used, together with 3,625,000 pounds of wrought iron, and 2,000,000 feet of white-oak flooring and fencings on the deck of the bridge. The structure carries a single railway track of 4 feet 8½ inches gauge, laid with steel rails, with roadways for vehicles and foot passengers on either side, separated by stout wooden barriers, 10 feet high, from the railway track. At present the bridge is used principally for passenger traffic between Louisville and suburbs, and New Albany; but it is expected the Louisville, New Albany and Chicago, the Louisville, Evansville and Saint Louis, the Ohio and Mississippi Railroads, and the projected Louisville Southern Railroad will use it for the transfer of freights and passengers in the near future.

The entire cost of the bridge and approaches was something over $1,000,000, and the stock of the company sells in the Louisville market at an average of 70 cents.

THE HENDERSON (KY.) BRIDGE.

At Henderson, Ky., the bridge over the Ohio was begun in 1882, under the auspices of a company chartered two years previously by the legislature of Kentucky, and the work of construction and connection with the cities of Henderson and Evansville, Ind., was completed July 13, 1885.

The bridge proper is composed of the best wrought iron and steel used in combination to give the greatest strength under both tension and pressure, and the structure has a length of 3,200 feet. The superstructure consists of five spans of 120 feet each, "deck" truss; six "through" spans of 249 feet each; two "through" spans of 250 feet each, and one "through" span of 525 feet, this latter being the longest truss-span in the world.

In the construction there were used the following materials: Of steel, 1,457,040 pounds; of wrought iron, 5,752,122 pounds, and of cast iron, 115,447 pounds.

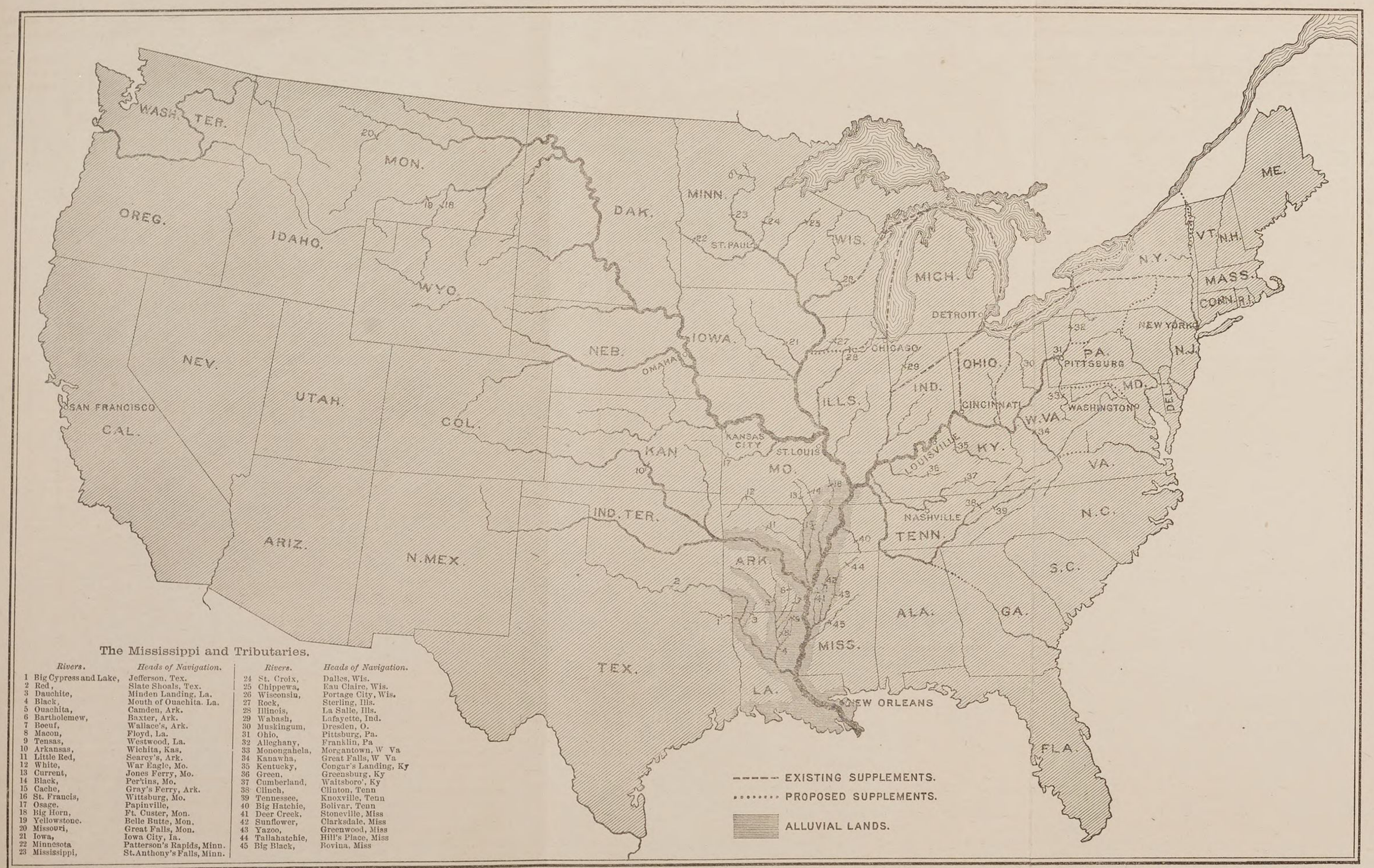
The Louisville and Nashville Railroad uses the bridge for its large Northeastern and Southwestern traffic, crossing by a single track of standard gauge, laid with steel rails weighing 58 pounds per yard.

For a profile of this bridge see the Appendix, and for a statement of north and south bound tonnage see the cross-river statistics of the Louisville and Nashville Railroad, Henderson Division.

The foregoing comprises all the bridges at present constructed across the Ohio River over which railway traffic passes.

At Cincinnati the Newport News and Mississippi Valley Railroad Company is building a bridge to carry a single track and furnish connections with Cincinnati for their Kentucky Central line. This will probably be completed and in operation by January, 1889.

At Cairo a railway bridge to cross the Ohio is under contract, which is to have two spans 518 feet each, seven 400 feet each, and three 250 feet each; total length 4,670 feet. It is to be 53 feet above high-water mark, and will cost $2,500,000. It will require two and a half years to complete it for operation.



The Mississippi and Tributaries.

	Rivers.	Heads of Navigation.
1	Big Cypress and Lake,	Jefferson, Tex.
2	Red,	Slate Shoals, Tex.
3	Dauchite,	Minden Landing, La.
4	Black,	Mouth of Ouachita, La.
5	Ouachita,	Camden, Ark.
6	Bartholemew,	Baxter, Ark.
7	Boeuf,	Wallace's, Ark.
8	Macon,	Floyd, La.
9	Tensas,	Westwood, La.
10	Arkansas,	Wichita, Kas.
11	Little Red,	Searcy's, Ark.
12	White,	War Eagle, Mo.
13	Current,	Jones Ferry, Mo.
14	Black,	Perkins, Mo.
15	Cache,	Gray's Ferry, Ark.
16	St. Francis,	Wittsburg, Mo.
17	Osage,	Papinville,
18	Big Horn,	Ft. Custer, Mon.
19	Yellowstone,	Belle Butte, Mon.
20	Missouri,	Great Falls, Mon.
21	Iowa,	Iowa City, Ia.
22	Minnesota	Patterson's Rapids, Minn.
23	Mississippi,	St. Anthony's Falls, Minn.
24	St. Croix,	Dalles, Wis.
25	Chippewa,	Eau Claire, Wis.
26	Wisconsin,	Portage City, Wis.
27	Rock,	Sterling, Ills.
28	Illinois,	La Salle, Ills.
29	Wabash,	Lafayette, Ind.
30	Muskingum,	Dresden, O.
31	Ohio,	Pittsburg, Pa.
32	Alleghany,	Franklin, Pa
33	Monongahela,	Morgantown, W Va
34	Kanawha,	Great Falls, W Va
35	Kentucky,	Congar's Landing, Ky
36	Green,	Greensburg, Ky
37	Cumberland,	Waitsboro', Ky
38	Clinch,	Clinton, Tenn
39	Tennessee,	Knoxville, Tenn
40	Big Hatchie,	Bolivar, Tenn
41	Deer Creek,	Stoneville, Miss
42	Sunflower,	Clarksdale, Miss
43	Yazoo,	Greenwood, Miss
44	Tallahatchie,	Hill's Place, Miss
45	Big Black,	Bovina, Miss

Internal Commerce, 1887.

PART V.

THE MISSISSIPPI AND ITS TRIBUTARIES.

By

ALEXANDER D. ANDERSON,

Author of "Mexico from the Material Standpoint."

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I.—HISTORICAL NOTES.

In the early days of European discoveries and rivalries in the Mississippi Valley its comprehensive river system played a prominent part on the stage of public affairs. The discovery of the river, in 1541, by De Soto and his Spanish troops was about a century later followed by explorations by the French under the lead of Marquette, Joliet, La Salle, and others, who entered the valley from the north. La Salle, during the years 1679–1683, explored the river throughout its whole length, took possession of the great valley in the name of France, and called it Louisiana in honor of his King, Louis XIV. Then resulted grand schemes for developing the resources of the valley, which a French writer characterized as "the regions watered by the Mississippi, immense unknown virgin solitudes which the imagination filled with riches." One Crozat, in 1712, secured from the king a charter giving him almost imperial control of the commerce of the whole Mississippi Valley. There was at that date no European rival to dispute French domination, for the English of New England and the other Atlantic colonies had not extended their settlements westward across the Alleghanies, and the Spanish inhabitants of New Spain or Mexico had

not pushed their conquest farther north than New Mexico. Crozat's trading privileges covered an area many times larger than all France, and as fertile as any on the face of the earth. But he was unequal to the opportunity, and, failing in his efforts, soon surrendered the charter.

John Law, a Scotchman, at first a gambler, and subsequently a bold, visionary, but brilliant financier, succeeded Crozat in the privileges of this grand scheme, and secured from the successor of Louis XIV a monopoly of the trade and development of the French possessions in the valley. In order to carry out his wild enterprise he organized a colossal stock company, called "The Western Company," but more generally known in history as "The Mississippi Bubble." According to the historian Monette "it was vested with the exclusive privilege of the entire commerce of Louisiana and New France, and with authority to enforce its rights. It was authorized to monopolize the trade of all the colonies in the provinces, and of all the Indian tribes within the limits of that extensive region, even to the remotest source of every stream tributary in anywise to the Mississippi." So skillful and daring were his manipulations that he bewitched the French people with the fascinations of stock gambling. The excitement in Paris is thus described by Thiers: "It was no longer the professional speculators and creditors of the government who frequented the rue Quincampoix; all classes of society mingled there, cherishing the same illusions—noblemen famous on the field of battle, distinguished in the government, churchmen, traders, quiet citizens, servants whom their suddenly-acquired fortune had filled with the hope of rivalling their masters."

The rue Quincampoix was called the Mississippi.

The month of December was the time of the greatest infatuation. The shares ended by raising to eighteen and twenty thousand francs—thirty-six and forty times the first price.

At the price which they had attained the six hundred thousand shares represented a capital of ten or twelve billions of francs.

But the bubble soon burst and its explosion upset the finances of the whole kingdom.

Some years later, in 1745, a French engineer named Deverges made a report to his government in favor of improving the mouth of the Mississippi, and stated that the bars there existing were a serious injury to commerce.

But France met with too powerful rivalry in the valley, and in 1762 and 1763, after a supremacy of nearly a hundred years, was crowded out by the English from the Atlantic colonies, and the Spaniards from the southwest, the Mississippi River forming the dividing line between the regions thus acquired by those two nations.

The Spanish officials, for the purpose of promoting colonization, and to aid in establishing trading posts on the Mississippi, Missouri, Arkansas, Red, and other rivers in the western half of the valley, granted to certain individuals, pioneers, and settlers, large tracts of land. They made little progress, however, in peopling their new territory.

But whatever progress was made under the successive supremacies of France and Spain, the Mississippi and its navigable tributaries supplied the only highways of communication and commerce.

In the year 1800, soon after Napoleon I became the civil ruler of France, he sought to add to the commercial glory of his country by reacquiring the territory resting upon the Mississippi which his predecessors had parted with in 1763.

To quote the language of a French historian: "The cession that France made of Louisiana to Spain in 1763 had been considered in all our maritime and commercial cities as impolitic and injurious to the interests of our navigation, as well as to the French West Indies, and it was very generally wished that an opportunity might occur of recovering that colony. One of the first cares of Bonaparte was to renew with the court of Madrid a negotiation on that subject." He succeeded in these negotiations, and by the secret treaty of St. Ildefonso, in 1800, French domination was once more established over the great river.

Two years later the commerce of the river had grown to large proportions. Says Marbois, of that period, "No rivers of Europe are more frequented than the Mississippi and tributaries." A substantially correct idea of their patronage may be obtained from the record of the foreign commerce from the mouth of the Mississippi, for nearly all of the commodities collected there for export had first floated down the river. Of the year 1802, says Martin in his history of Louisiana: "There sailed from the Mississippi—

	No.	Tons.
American vessels	158	21,383
Spanish vessels	104	9,753
French vessels	3	105
Total	265	31,241

"The tonnage of vessels that went in ballast, not that of public armed ones, is not included. The latter took off masts, yards, spars, and naval stores."

This growing commercial movement down the river of the products of the valley was checked by a foolish or arbitrary order issued on the 16th of October, 1802, by the Intendant Morales, "suspending the right of deposit" at the port of New Orleans.

Marbois well illustrates the intense indignation at this order on the part of the Western people by attributing to them the following language: "The Mississippi is ours by the law of nature; it belongs to us by our numbers, and by the labor which we bestowed on those spots which before our arrival were desert and barren. Our innumerable rivers swell it and flow with it into the Gulf Sea. Its mouth is the only issue which nature has given to our waters, and we wish to use it for our vessels. No power in the world shall deprive us of this right."

Of Morales's order James Madison, then Secretary of State, wrote to the official representative of the United States at the court of Spain: "You are aware of the sensibility of our Western citizens to such an occurrence. This sensibility is justified by the interest they have at stake. The Mississippi to them is everything. It is the Hudson, the Delaware, the Potomac, and all the navigable rivers of the Atlantic States formed into one stream."

At this time Thomas Jefferson was President, and in view of the uneasiness of the Western settlers he hastened to send to France a special embassador to negotiate for the purchase of Louisiana Territory. The opportunity was a favorable one, for France was then in danger of a conflict with Great Britain. The latter country had become alarmed at and jealous of Bonaparte's commercial conquests, and he, apprehending war and fearing that he could not hold Louisiana, had about determined to do the next best thing—dispose of it to one of England's rivals.

Marbois, the historian of Louisiana, from whom we have above quoted, was chosen by Napoleon to represent France in the negotiations with the representative of the United States sent by Jefferson. His account of the cession—the consultation between Napoleon and his minister—and of his remarks and motives, forms one of the most instructive and interesting chapters of modern history. Napoleon foreshadowed his action by the following remark to one of his counselors: "To emancipate nations from the commercial tyrany of England it is necessary to balance her influence by a maritime power that may one day become her rival; that power is the United States. The English aspire to dispose of all the riches of the world. I shall be useful to the whole universe if I can prevent their ruling America as they rule Asia."

In a subsequent conversation with two of his ministers, on the 10th of April, 1803, on the subject of the proposed cession, he said, in speaking of England: "They shall not have the Mississippi which they covet."

In accordance with this conclusion, on the 30th day of the same month the sale was made to the United States. When informed that his instructions had been carried out and the treaty consummated, he remarked: "This accession of territory strengthens forever the power of the United States, and I have just given to England a maritime rival that will sooner or later humble her pride."

Under the stimulating influence of American enterprise the commerce of the valley rapidly developed. In 1812 it entered upon a new era of progress by the introduction for the first time upon the waters of the Mississippi of steam transportation.

The river trade then grew from year to year, until the total domestic exports of its sole outlet at the seaboard—the port of New Orleans—had during the fiscal year 1855–'56 reached the value of over $80,000,000. Its prestige was then eclipsed by railways, the first line reaching the Upper Mississippi, at Saint. Louis, in 1857. Says Poor: "The line first opened in this State from Chicago to the Mississippi was the Chicago and Rock Island, completed in February, 1854. The completion of this road extended the railway system of the country to the Mississippi, up to this time the great route of commerce of the interior. This work, in connection with the numerous other lines since opened, has almost wholly diverted this commerce from what may be termed its natural to artificial channels, so that no considerable portion of it now floats down the river to New Orleans." The correctness of this assertion may be seen by reference to the statistics of the total domestic exports of New Orleans during the year ending June 30, 1879. They were $63,794,000 in value, or sixteen millions less than in 1856, when the rivalry with railways began.

But since 1879 the river has entered upon a new and important era. The successful completion of the jetties by Capt. James B. Eads inaugurated a new era of river commerce and regained for it some of its lost prestige.

Another step of great importance to the welfare of the Mississippi was taken about the same time. The control of its improvement was transferred by Congress to a board of skilled engineers known as the Mississippi River Commission. The various conflicting theories of improvement which have for years past done much to defeat the grand consummation desired will now be adjusted in a scientific and business-like manner.

Again, the rapidly growing popular demand throughout the United States for more intimate commercial relations with Mexico, and the several sister nations of Central and South America, which lie opposite the mouth of this great river system, is stimulating the long-neglected longitudinal trade and thereby creating a new demand for transportation on the longitudinal water-ways which comprise the Mississippi and its tributaries.

The practical extension of the Mississippi to the Pacific Ocean by the coming opening of an inter-ocean canal, or ship-railway, across the Isthmus of Central America, or Tehuantepec, is still another commercial departure which will soon make a new demand for water transportation up and down the Mississippi Valley.

In view of this tendency of American commerce and transportation a general or bird's-eye view of the Mississippi, its tributaries, supplements, and national and international features will, it is thought, be of value to the producers and consumers who are so deeply interested in the subject of cheap transportation between the great interior and the seaboard.

II.—DESCRIPTIVE NOTES.

EXTENT AS A DRAINAGE SYSTEM.

The Mississippi and tributaries, considered as a drainage system, extend nearly the whole length of the United States, from Canada to the Gulf, and across more than half its width, or from the summit of the Rocky Mountains to that of the Alleghanies.

The Mississippi basin, in its strict sense, comprises the following minor basins, or subdivisions:

Basin.	Square miles.	Basin.	Square miles.
Lower Mississippi	65,646	Upper Mississippi	179,635
Red	92,721	Ohio	207,111
Arkansas	184,742		
Missouri	527,690	Total	1,257,545

Of the many divisions and subdivisions of the river two hundred and forty are considered of sufficient importance to be named upon the river map in Walker's Statistical Atlas of the United States. They may be classified as follows:

Red and tributaries	17
Arkansas and tributaries	28
Missouri and tributaries	76
Ohio and tributaries	58
Others not included in the above classification	61
Total	240

Probably as many more streams of minor importance are omitted from the map.

EXTENT AS COMMERCIAL HIGHWAYS.

Considered from a commercial standpoint the Mississippi and tributaries intersect or border twenty-one States and Territories, as follows:

Alabama.	Kansas.	Nebraska.
Arkansas.	Kentucky.	Ohio.
Dakota Territory.	Louisiana.	Pennsylvania.
Illinois.	Minnesota.	Tennessee.
Indiana.	Mississippi.	Texas.
Indian Territory.	Missouri.	West Virginia.
Iowa.	Montana Territory.	Wisconsin.

Steamers can now transport freight in unbroken bulk from St. Anthony's Falls to the Gulf of Mexico, a distance of 2,161 miles, and from Pittsburgh to Fort Benton, Mont., 4,333 miles.

Lighter craft can ascend the Missouri to Great Falls, near where that river leaves the Rocky Mountains.

The outline map preceeding Chapter I has been prepared to illustrate the comprehensive nature of this great river system. Its Briarean arms reach out in all directions and embrace nearly the whole United States.

The cross-mark on each stream indicates the head of navigation, and in nearly every instance continuous navigation.

The following table represents the mileage of the navigable portion of each above its mouth:

Name of river.	Miles.	Name of river.	Miles.
Missouri	3,127	Cache (Ark.)	160
Mississippi	2,161	Macon	130
Ohio	1,021	Alleghany	123
Red	986	Deer Creek	116
Arkansas	884	Monongahela	110
White	779	Kentucky	105
Tennessee	759	Kanawha	94
Cumberland	609	Muskingum	94
Yellowstone	474	Tensas	92
Ouachita	384	Iowa	80
Wabash	365	Current	80
Osage	303	Big Hatchie	75
Minnesota	295	Rock	64
Bœuf	280	Black (La.)	61
Sunflower	271	Chippewa	57
Illinois	270	St. Croix	55
Yazoo	228	Big Horn	50
Bartholomew	213	Clinch	50
Black (Ark.)	212	Little Red	49
Green	200	Big Cypress and Lake	44
St. Francis	180	Big Black	35
Tallahatchie	175	Dauchite	33
Wisconsin	160		

The total present navigation of these rivers—45 in all—is 16,090 miles—more than four times the length of the ocean line from New York to Liverpool, and more than four times the distance by rail, across the continent, from New York to San Francisco.

But it will be largely increased in the near future, when certain proposed and needed improvements are made on some of the upper streams. The possibilities in this respect are well illustrated by the condition of the Upper Mississippi. Of it the Select Committee of the United States Senate on Transportation Routes to the Seaboard said, in their report in 1874: "The Mississippi has for several years been successfully navigated by steam-boats from the falls of Saint Anthony to Sauk Rapids, a distance of 78 miles. During navigable seasons small steam-boats are also run on the various reaches of the river from Minneapolis to Leech Lake, the entire distance being about 675 miles."

It is safe to assert that by improving several tributaries the total navigation may be extended at least 1,000 miles.

VALLEY STATES AND TERRITORIES.

As we will have occasion, upon subsequent pages, to give statistics in regard to the 16 valley States and Territories, and also the 21 States and Territories intersected by the navigable portions of this great river system, it may be well to define the term valley. It comprises the following States and Territories:

Arkansas.	Kansas.	Nebraska.
Dakota.	Kentucky.	Ohio.
Illinois.	Louisiana.	Tennessee.
Indiana.	Minnesota.	Wisconsin.
Indian Territory.	Mississippi.	
Iowa.	Missouri.	

Strictly speaking, a fractional part of a few of these States might be omitted from, and portions of other States included in, the term valley; but as the statistics which we will have occasion to review are arranged by States we will not attempt to include those fractional parts, but will deal simply with facts relating to whole States.

INTERNAL SUPPLEMENTS.

Extensive and comprehensive as are the water-ways of the valley, they are not sufficient to satisfy the popular and commercial demand for inland water transportation. Many artificial extensions have already been constructed, and more are projected or proposed.

The waters of the Mississippi have a present connection with the Great Lakes by means of a canal from the Wisconsin River to Fox River and Lake Michigan by a canal from the Wabash River to Lake Erie at Toledo, a canal from the Ohio River at Cincinnati to to Lake Erie at Toledo, and a canal from the Ohio River at Portsmouth, Ohio, to Lake Erie at Cleveland—all of which canals are in turn supplemented by the water route via the Lake Erie Canal and Hudson River to New York City, thereby uniting the Mississippi with the Atlantic Ocean.

These four canals, and consequently the Mississippi, have another connection with the Atlantic by way of the lakes, Welland Canal, around Niagara Falls and St. Lawrence River, for the Canadian Government has at a great cost completed the necessary connecting link.

It is also proposed to unite the Mississippi with Lake Michigan by means of a canal extending from Davenport, Iowa, to Hennepin, on the Illinois River, and thence to Chicago.

Again, it is proposed that the United States utilize the St. Lawrence route by extending it to New York City by way of Lake Champlain and Hudson River. Such a connection has already been favorably reported on by the Select Committee of the United States Senate on Transportation Routes to the Seaboard. A noticeable feature of this route is the connection in this way of the Mississippi Valley with a New England State, Vermont.

It is also proposed to unite the waters of the Mississippi and the Lakes with the Atlantic at Baltimore by means of a canal from the existing Erie Canal, via Seneca Lake, to an upper tributary of the Susquehanna, and thence to Chesapeake Bay.

Again, a direct connection of the Mississippi with the Atlantic at Baltimore, without use of the Lakes, is proposed by way of the Alleghany River from Pittsburgh, the Kiskiminetas and Conemaugh Rivers, thence to the Juniata valley and the Susquehanna, and down that river to Chesapeake Bay. A similar connection with Philadelphia is proposed by the same route from Pittsburgh to the Susquehanna, and thence across to Delaware Bay.

Located a little further south is the line of the projected and partially constructed Chesapeake and Ohio Canal, intended to connect the Atlantic with the West by way of the Potomac, Youghiogheny, Monongahela, and Ohio Rivers. The line is already completed from Washington to Cumberland. It was earnestly advocated by President Washington, who wished in this way to strengthen the political and commercial ties between the Atlantic States and the West.

Next is the proposed James River and Kanawha Canal, to connect the Atlantic with the Mississippi Valley by way of the James, Greenbrier, New, Kanawha, and Ohio Rivers. This route is already constructed from Richmond to Buchanan, Va., a distance of 197 miles. It was recently recommended by the said Senate Committee on Transportation Routes.

Still further south it is proposed to supplement the Mississippi by means of a water line from the Tennessee River, at Guntersville, East Tennessee, via Short Creek, Wills Creek, Coosa, Etowah, and Ocmulgee Rivers, and thence along the coast to Savannah, Ga. This route was also recommended by the Senate Committee on Transportation Routes.

In the far West it is proposed to unite the waters of the Upper Missouri and Columbia Rivers, thereby connecting the Mississippi Valley with the Pacific Ocean. A bill to provide for a survey and report upon this route has recently been introduced in Congress.

These various existing and proposed supplements may be seen by a reference to the map preceding Chapter I.

INTER-OCEAN SUPPLEMENTS.

To consummate the new commercial movement down the river and direct trade relations with the foreign countries around the Atlantic and Pacific Oceans two other great works are needed—inter-ocean transit across Florida on the one side, and the Isthmus of Tehuantepec on the other. The natural relations of both enterprises to the Mississippi are most intimate. Each may appropriately be termed a supplement or extension of the river.

The proposed Florida ship canal will shorten the distance between New Orleans and New York 571 statute miles each way, or 1,142 on the round trip. It will shorten the voyage between New Orleans and Liverpool 473 statute miles each way, or 946 on the round trip.

The great saving of distance via this route, together with its advantages in point of safety over the present hazardous route around the southern extremity of Florida, will render it a material aid to the Mississippi in preventing the acquisition by Canada of the grain transportation business between the valley and Liverpool.

On the 18th of December, 1880, Mexico entered into a contract with Capt. James B. Eads for the construction of a ship-railway across the Isthmus of Tehuantepec.

This inter-ocean line, when completed, will give the Gulf of Mexico and its surroundings their first direct commercial outlet to the Pacific Ocean and its surrounding countries, with the following saving of distances over the existing railway at Panama and the existing steam-ship route around Cape Horn:

	Statute miles.
Mouth of the Mississippi to Hong-Kong:	
Via Isthmus of Tehuantepec (great circle)	10,092
Via Isthmus of Panama (great circle)	11,912
Saving via Tehuantepec (one way)	1,820
Saving via Tehuantepec (round trip)	3,640
Mouth of the Mississippi to Hong-Kong:	
Via Isthmus of Tehuantepec (great circle)	10,092
Via Cape Horn (great circle)	20,594
Saving via Tehuantepec (one way)	10,502
Saving via Tehuantepec (round trip)	21,004
Mouth of the Mississippi to Yokohama:	
Via Isthmus of Tehuantepec (great circle)	8,549
Via Isthmus of Panama (great circle)	10,369
Saving via Tehuantepec (one way)	1,820
Saving via Tehuantepec (round trip)	3,640
Mouth of the Mississippi to Yokohama:	
Via Isthmus of Tehuantepec (great circle)	8,549
Via Cape Horn (great circle)	20,018
Saving via Tehuantepec (one way)	11,469
Saving via Tehuantepec (round trip)	22,938
Mouth of the Mississippi to Sydney, Australia:	
Via Isthmus of Tehuantepec (great circle)	9,188
Via Isthmus of Panama (great circle)	10,341
Saving via Tehuantepec (one way)	1,153
Saving via Tehuantepec (round trip)	2,306
Mouth of the Mississippi to Sydney, Australia:	
Via Isthmus of Tehuantepec (great circle)	9,188
Via Cape Horn (great circle)	14,975
Saving via Tehuantepec (one way)	5,787
Saving via Tehuantepec (round trip)	11,574
Mouth of the Mississippi to San Francisco:	
Via Isthmus of Tehuantepec	3,466
Via Isthmus of Panama	5,302
Saving via Tehuantepec (one way)	1,836
Saving via Tehuantepec (round trip)	3,672
Mouth of the Mississippi to San Francisco:	
Via Isthmus of Tehuantepec	3,466
Via Cape Horn	15,908
Saving via Tehuantepec (one way)	12,442
Saving via Tehuantepec (round trip)	24,884

III.—ECONOMICAL FEATURES.

CORRECT LOCATION.

Railroads and other highways intended for the accommodation of commerce fall far short of success when unwisely located. Too many have violated the laws of political economy in this respect, and have proved ruinous to their stockholders and almost useless to the public. A nation may sometimes, for political or military purposes, construct a road through a desert or mountainous and unproductive region; but necessity, instead of economy, is the theory on which it acts. Commerce is governed by other considerations. It seeks that which is both useful and profitable.

The Mississippi and tributaries intersect the most fertile valley of the whole world—the productive center of this continent. It supplies transportation where most needed, and is, therefore, most wisely and economically located.

CONNECTION OF OPPOSITE CLIMATES.

Railways in the past have given undue attention to commercial exchanges along parallels of latitude, between similar climates, with similar products and characteristics. The tendency of the whole Mississippi River system is the other way from north to south, one climate to another, regions which are the reverse and complement of each other in supply and demand. In this respect also it observes a fundamental law of trade.

CONSTRUCTION BY NATURE.

The next important consideration in a transportation line is the cost of construction. Railway stockholders expect dividends, and if their roads be extravagantly built the burden is soon shifted to the shoulders of the producer and consumer along the way in the shape of excessive rates. Even if rightly located and cheaply built, railroads represent enormous capital when contrasted with rivers made by nature at no expense to the people.

The 16,090 miles of navigable water-ways which constitute the commercial part of the Mississippi River system were constructed and presented by nature at no cost to the people. But they are just as valuable as if artificially built. They are the nation's property, and should, like its military roads, its custom-houses, post-offices, and other property, be kept in repair. Congress is the board of management for this purpose, and should, in guarding the people's transportation property, exercise the same skill and observe the same laws of economy as railway directors who are chosen to manage the railway lines owned by individual stockholders.

COMMERCIAL VALUE.

There were, during the census year 1880, 87,782 miles of railways in operation in the United States, built at a total cost, for construction, of $4,112,367,176, or an average of $46,848 per mile.

Now, in view of the facts and figures showing the superior and economical location of the Mississippi and its navigable tributaries, their wonderful commercial capacity, their facilities for cheap transportation, the enormous annual products of the twenty-one States and Territories intersected, and the colossal proportions of their internal commerce, it may not be unreasonable to estimate their actual commercial value as follows:

The Lower Mississippi, from Saint Louis to the Gulf, at $468,480 per mile, or ten times the average cost per mile of the railways of the United States.

The Upper Mississippi, from Saint Louis to St. Anthony's Falls, at $327,936 per mile, or seven times that of the average railway.

The Ohio, from its mouth to Pittsburgh, the Missouri, from its mouth to Sioux City the Red River, from its mouth to Shreveport, and the Cumberland, from its mouth to Nashville, at $234,240 per mile, or five times that of the average railway.

The remaining navigable tributaries of the Mississippi at $46,848 per mile, or the same as that of the average railway.

We have then a total valuation as follows:

The Lower Mississippi, from Saint Louis to the Gulf (1,352 miles)	$633,387,664
The Upper Mississippi, from Saint Louis to St. Anthony's Falls (809 miles)	265,300,224
The Ohio, from its mouth to Pittsburgh (1,021 miles)	239,159,040
The Missouri, from its mouth to Sioux City (1,019 miles)	238,690,560
The Red, from its mouth to Shreveport (456 miles)	106,813,440
The Cumberland, from its mouth to Nashville (209 miles)	48,956,160
The remaining navigable tributaries of the Mississippi (10,774 miles)	522,542,592
Total value	2,054,849,680

In other words, the people of the United States have in the Mississippi and its forty-four navigable tributaries, highways of commerce and cheap transportation to the seaboard to the enormous value of $2,000,000,000. This property was a present from nature. The question naturally arises, will they manage it on business principles and keep it in an adequate state of repairs?

COST OF REPAIRS.

The total sum expended by the General Government from March 4, 1789, to June 30, 1886 (a period of ninety-seven years), in the improvement of the Mississippi and its forty-four navigable tributaries, was in round numbers about $51,000,000.

The expenditures by rivers, compiled and rearranged from the official reports of the Treasury Department, are as follows:

Name.	Amount.	Name.	Amount.
Mississippi	$29,785,666	Cumberland	722,479
Ohio	5,048,348	Kentucky	709,998
Missouri	2,866,965	Wabash	487,500
Tennessee	2,816,456	Arkansas	420,076
Kanawha	1,749,000	Monongahela	303,600
Red	1,443,793	Ouachita	290,000
Illinois	1,161,000	Osage	189,994

Name.	Amount.	Name.	Amount.
Yazoo	$143,000	Cache	
White	142,000	Macon	
Chippewa	128,000	Deer Creek	
Minnesota	117,500	Iowa (see Miscellaneous).	
Muskingum	110,000	Big Horn	
Yellowstone	100,000	Little Red	
Cypress and Lake	94,000	Dauchite	
St. Croix	75,000	*Miscellaneous.*	
Black (Arkansas)	51,000		
Allegheny	50,000	Fox and Wisconsin	$2,579,522
Sunflower	42,000	Mississippi, Ohio, Missouri, and Arkansas	2,484,937
St. Francis	27,000	Mississippi and Ohio	631,500
Black (Louisiana)	25,000	Mississippi, Missouri, and Arkansas	265,000
Tallahatchie	24,000	Mississippi, Missouri, and Ohio	222,923
Clinch	21,000	White and St. Francis	132,000
Big Hatchie	19,000	Mississippi and Missouri	98,541
Bartholomew	18,000	Lower Mississippi and tributaries	11,855
Bœuf	15,000	White, Black, and Little Red	10,000
Tensas	$7,000	White, Black, and St. Francis	1,623
Current	7,000	Des Moines and Iowa	999
Big Black (Mississippi)	5,000		
Rock	934	Total	55,654,209
Green			
Wisconsin (see Miscellaneous).			

A slight deduction should be made from the grand total, as Fox River, included in the list, is not a tributary of the Mississippi; but as its appropriation is combined with that of the Wisconsin, which is a tributary, the two can not be separated. Another slight deduction, probably about $3,000,000, should be made from the total for unexpended balances carried to the surplus fund, but this deduction can not be given by rivers. Estimating the two deductions at $4,000,000, we have as a net total of expenditures for the improvement of the Mississippi and navigable tributaries $51,654,209. This is at the rate of $532,515 per year during the ninety-seven years since the beginning of the Government for the improvement of forty-five rivers, navigable to the extent of 16,090 miles, or at the rate of $33 per mile per year.

As the commercial value of these forty-five rivers is, on a previous page, estimated at $2,054,849,680, the total cost of repairs during the ninety-seven years was but one-fourth of 1 per cent. of their value, or at the rate of one four-hundredth of 1 per cent. of their value per year.

In brief, the forty-five rivers cost nothing, being a present from nature, and their repairs next to nothing.

COMMERCIAL CAPACITY.

The enormous capacity of the Mississippi and its principal tributaries for the transportation of bulky agricultural, forestry, and mineral products of the States intersected was admirably illustrated by the following paragraph which appeared in the Western papers in 1879. It is a volume in itself, and worthy of frequent repetition to impress upon the minds of the producers of this country the great commercial importance of the water ways with which they have been so liberally endowed by nature:

"The towboat *Josh Williams* is on her way to New Orleans with a tow of thirty-two barges, containing 600,000 bushels (76 pounds to the bushel) of coal, exclusive of her own fuel—being the largest tow ever taken to New Orleans or anywhere else in the world.

"Her freight bill, at 3 cents per bushel, amounts to $18,000.

"It would take 1,800 cars of 333 bushels to the car (which is an overload for a car) to transport this amount of coal.

"At $10 per ton, or $100 per car, which would be a fair price for the distance by rail, the freight bill would amount to $180,000, or $162,000 more by rail than by river.

"The tow will be taken from Pittsburgh to New Orleans in fourteen or fifteen days.

"It would require one hundred trains, of eighteen cars to the train, to transport this one tow of 600,000 bushels of coal, and even if it made the usual speed of fast freight lines it would take one whole summer to put it through by rail.

"This statement shows the wonderful superiority of this river over rail facilities."

CHEAP TRANSPORTATION.

The question of cheap transportation has during late years assumed great importance, for the reason that it affects both internal and foreign commerce and the welfare of both the producer and consumer. When the rates are too high, production is checked. It has been no unusual thing to hear of farmers in the West burning or otherwise destroying their grain because it was unprofitable to ship it abroad. The object of commercial

exchanges is profit, and where that does not exist internal commerce suffers. So with foreign exchanges. If England and France and other purchasers of our grain and provisions can buy at cheaper rates elsewhere they are sure to do so. The competition among commercial nations is so great that a trifling overcharge in rates of transportation may cost the loss of an important market.

The rivals of the United States will, if they can supply Liverpool at cheaper rates, control that market. The subject was well illustrated in a public letter by ex-Governor Horatio Seymour in the fall of 1878, who has carefully studied the effect of the Erie Canal on freight rates. We quote the following from that letter: "Those who wish to learn the causes of our present exports must compare the cost of carrying this season with that of other years. It has been 15 cents for a bushel of wheat by canal from Buffalo to New York. This season at times it has been less than 5 cents. The cost from Chicago to New York has been 25 cents for a bushel. In the past summer it has been taken for less than 7 cents. The policy of taking charges off from commerce is not only shown upon water routes; it brought down railroad charges. In 1873 the Central road charged for taking wheat from Buffalo to New York 21 cents per bushel in the winter, and 18 cents in the summer months. This year the road has taken it for 5 cents."

The effect of water transportation is direct and indirect. In other words, it furnishes the shipper with cheap rates, and also, by its competitive influence, forces railways to lessen the charges.

The rates of transportation of grain from the center of the Mississippi Valley at Saint Louis to the seaboard at New Orleans by river contrasted with the rates from Saint Louis to New York by rail were, according to the annual reports of the Saint Louis Chamber of Commerce, as follows during the past ten years:

Year.	Average rate on wheat, in bulk, in barges, by river, to New Orleans, per bushel.	Average rate on grain, in sacks, on steamboat, by river, to New Orleans, per 100 pounds.	Average rate on grain by rail to New York, per 100 pounds.
	Cents.	*Cents.*	*Cents.*
1877	8⅛	21	41
1878	7¼	17½	38
1879	7¾	18	33⅛
1880	8¼	19	42
1881	6	20	82
1882	6 5/12	20	29½
1883	5½	17¾	33
1884	6⅝	14	26
1885	6⅜	15	22½
1886	6½	16	29

It will be observed that the rate on grain by river to the seaboard at New Orleans during 1886 was 13 cents less per hundred pounds than by rail to the seaboard at New York. To appreciate the magnitude of this difference when applied to the grain crop of the twenty-one States and Territories intersected by the Mississippi and its navigable tributaries, supposing half of the annual crop had to be transported from Saint Louis to the seaboard, let us glance at a few statistics.

Their total grain crop during the year 1885 was 2,529,781,000, as may be seen by reference to another page. A saving of 7 cents per bushel on half of this crop would amount to $88,542,335.

But grain is only one item of the agricultural freights of the valley, which can best be transported by water. If to the above sum of $88,542,335 were added the possible annual saving by river transportation on the hay, coal, potatoes, cotton, tobacco, and other bulky products of the valley, the total would reach immense proportions.

We know of no better conclusion to draw from the above facts and figures than that made by the Select Committee of the United States Senate, in 1874, on Transportation Routes to the Seaboard, after a full and exhaustive review of that important subject, viz: "The above facts and conclusions, together with the remarkable physical adaptation of our country for cheap and ample water communication, point unerringly to the improvement of our great natural water ways and their connection by canals, or by short freight railway portages, under control of the Government, as the obvious and certain solution of the problem of cheap transportation."

The importance of this subject may be further illustrated by a glance at the total freight earnings of the railroads of the United States during a period of only six years. They were as follows:

1881	$551,968,477
1882	506,367,247
1883	549,756,695
1884	502,869,910
1885	519,690,992
Total	2,630,653,321

In other words, the freight charges by the railways of the United States amount in five years to a sum greater than the whole national debt.

We do not make these comparisons for the purpose of reflecting upon railways, but to reach some statistical conclusions in regard to the value and importance of the rivers of the valley. In this broad, fertile, and but partially developed country there is room enough for both classes of highways. Railways are needed, not only those now in operation, but many more, and rivers are needed as freight regulators.

In brief, the Mississippi is the balance-wheel which is destined to regulate the railway freight movements of the great interior of the nation. This idea was well expressed in the following editorial of the Springfield Republican, of December 13, 1880:

"The Misssissippi River is certain in time to play a part in regulating transcontinental freight transportation not unlike that of the Erie Canal in relation to the New York railroads. The block in through freight on all the East and West roads threatened last week to set back to Saint Louis, but it was relieved there by starting the corn and wheat down the river, from 300 to 400 cars at a time being loaded on barges. As trade develops and navigation improves it is plain this must become more and more common, and through rail rates will some day be fixed by the competition of the Mississippi, on which navigation is never closed."

IV.—PRODUCTS OF STATES INTERSECTED.

CONTRAST WITH THOSE OF THE UNITED STATES.

The transcendent commercial importance of the water-ways of the Mississippi and its 44 navigable tributaries can best be appreciated by a glance at the statistics of the great staple products of the twenty-one States and Territories intersected or bordered by this system.

Their products, contrasted with those of the whole United States, during the last census year (1880) were as follows:

Products.	Per cent.	Products.	Per cent.
Sugar	98	Hay	60
Coal	94	Forest products	57
Corn	89	Wool	56
Pig-iron	81	Swine	82
Oats	76	Mules	77
Wheat	74	Horses	74
Cotton	68	Cattle	73
Tobacco	66		

Their total grain product during the year 1885 was as follows, in bushels:

Products.	Bushels.	Products.	Bushels.
Indian corn	1,729,924,000	Rye	15,464,000
Oats	514,100,000	Buckwheat	5,655,000
Wheat	241,722,000		
Barley	22,916,000	Total	2,529,781,000

In other words, the States and Territories tapped by the navigable portions of the Mississippi River system produced grain to the extent of 45 bushels for every man, woman, and child in the United States, estimating the population that year at 55,000,000 souls. They are, then, not only the granary of the nation, but of the world.

V.—INTERNAL COMMERCE OF THE STATES INTERSECTED.

ESTIMATE OF ITS VALUE.

It is, of course, difficult to estimate the value of the internal commerce of the twenty-one States and Territories under consideration, for, unlike foreign commerce, it is not subject to the laws and regulations which necessitate a record of transactions with foreign countries.

The Chief of the Bureau of Statistics, in his first annual report on the internal commerce of the United States, published in 1877, estimated its value to be twenty-five times that of our total foreign commerce. His reasons for the estimate were as follows:

"The relative importance of internal and of foreign commerce may be inferred from the following comparative statements:

Estimated value of shipping (American and foreign) employed in our foreign trade	$200,000,000
Estimated value of the railroads of the United States	4,600,000,000

"The value of the commodities embraced in our foreign commerce and the estimated value of commodities transported on railroads are as follows:

Value of imports and exports (foreign commerce)	$1,121,634,277
Estimated value of commodities transported on rail (internal commerce)	18,000,000,000

"It appears from these estimates that the value of the railroads of the country is about twenty-three times the value of the shipping engaged in our foreign trade, and that the value of our internal commerce on railroads is about sixteen times the value of our foreign commerce.

"It is to be observed that these comparative statements embrace the value of our entire foreign commerce, whereas the data in regard to internal commerce relate only to railroads.

"If it were possible to ascertain the value of the commerce between the different sections of the country, on the ocean and gulf, and on the lakes, rivers, and other avenues of transportation, we should probably find that the total value of our internal commerce is at least twenty-five times greater than the value of our foreign commerce."

If we accept this estimate as correct, we must multiply the present foreign commerce of the United States (which during the fiscal year ending June 30, 1886, was $1,314,960,966 in value) by twenty-five to reach the present total of our internal commerce. The result is the enormous sum of $32,874,024,150, or more than double the value of the foreign commerce of the whole world.

The question now arises, What portion of this internal trade belongs to the twenty-one States and Territories tapped by the navigable portions of the Mississippi and tributaries? In view of the facts and figures above given in regard to their percentage of staple products it is doubtless fair to assume that their internal trade is at least half that of the United States. The logical conclusion, then, from the above premises is that the internal commerce of the twenty-one States and Territories is upward of $16,000,000,000 in value, or greater than the foreign commerce of all nations combined.

But suppose this estimate by the Chief of the Bureau is too high (as a discussion of the subject in a subsequent report seems to indicate), and that it be reduced one-half, even then the internal commerce of the twenty-one States and Territories would be as great as the foreign commerce of Great Britain, France, and Germany combined.

HOW TRANSPORTED.

In former days, before the era of railways, the products of the valley were carried almost entirely by river. It was also the principal passenger line. The small boats of the early Spanish and French explorers floated upon its waters. The early emigration from the East to the West relied upon the waters of the Ohio. The trading posts of the valley were established upon the banks of the various navigable streams, and with the growth of the towns, villages, and cities the traffic upon the Mississippi and tributaries grew to large proportions. But how is it to-day?

Perhaps no fairer illustration can be found than the receipts and shipments of freight of Saint Louis, situated, as it is, in the center of this great river system.

During the past ten years the total receipts and shipments of this commercial center were, in tons, as follows:

Year.	By river.	By rail.
	Tons.	*Tons.*
1877	1,242,155	5,137,238
1878	1,329,375	5,655,866
1879	1,366,115	6,948,794
1880	1,931,385	8,852,204
1881	1,736,435	10,213,487
1882	1,571,985	10,649,782
1883	1,306,565	10,408,939
1884	1,035,260	10,052,206
1885	1,013,240	10,301,301
1886	1,132,100	10,728,110
Total	13,664,615	88,957,927

In brief, ten years ago 19.4 per cent. of the annual freights of Saint Louis were transported by river and 80.6 per cent. by rail; but during the last year only 9½ per cent. were transported by river.

INCREASING DEMAND FOR TRANSPORTATION.

The importance of keeping the inland water lines in good repair may be seen from the past demand of the valley for transportation routes to the seaboard, but still more clearly from an examination of its probable future growth and development. In business matters we can safely judge the future by the past. What material progress, then, do we find, and what may we expect in the future?

The statistics of corn grown in the twenty-one States and Territories intersected by the Mississippi and tributaries during the years 1860 and 1885 were as follows:

	Bushels.
1860	651, 514, 436
1885	1, 729, 924, 000

This was an increase of 165 per cent. in twenty-five years.

The growing demand for transportation facilities may be further illustrated by reference to the statistics of improved lands at the time of the census of 1870 and 1880.

State.	Total area.	Improved land, 1870.	Improved land, 1880.
	Acres.	*Acres.*	*Acres.*
Arkansas	33, 406, 720	1, 859, 821	3, 595, 603
Illinois	35, 462, 400	19, 329, 952	26, 215, 154
Indiana	21, 637, 760	10, 104, 279	13, 933, 738
Iowa	35, 228, 800	9, 396, 467	19, 866, 541
Kansas	52, 043, 520	1, 971, 003	10, 739, 566
Kentucky	24, 115, 200	8, 103, 850	10, 731, 682
Louisiana	26, 461, 440	2, 045, 640	2, 739, 972
Minnesota	53, 459, 840	2, 322, 102	7, 246, 693
Mississippi	30, 179, 840	4, 209 146	5, 216, 937
Missouri	41, 824, 000	9, 130, 615	16, 745, 031
Nebraska	48, 636, 800	647, 031	5, 504, 702
Ohio	25, 576, 960	14, 469, 133	18, 081, 091
Tennessee	29, 184, 000	6, 843, 278	8, 496, 556
Wisconsin	34, 511, 360	5, 899, 343	9, 162, 528
Dakota	96, 596, 480	42, 645	1, 150, 413
Indian Territory	44, 154, 240	.....	.....
Total	632, 479, 360	96, 374, 305	159, 326, 208

The contrast shows that in 1870 only 15 per cent. of the area of these great and productive States and Territories was then improved, and that 85 per cent. remained for development, and that in 1880 but 25 per cent., or one-fourth part, was improved.

The coal-fields of the Valley States furnish still more striking evidence to the same effect. Their product and its increase in fifteen years were as follows:

	Tons.
1870	6, 793, 098
1885	32, 118, 208
Increase	25, 325, 110

Or more than 370 per cent.

That increase is trifling compared with what we may expect in the near future, for the coal deposits of these States are the most extensive that exist in the whole country, yet the least developed.

These facts and figures clearly indicate that we may expect a regularly increasing demand for cheap, convenient, and untrammeled transportation from the valley to the seaboard until its fertile fields are adequately populated and developed.

Unless this reasonable demand is supplied by a thorough and comprehensive improvement of the channels of the Mississippi and its confluents, the natural development of the great interior States will fall far short of their possibilities, and the consumers of the East, as well as the producers of the West, will suffer from the neglect.

VI.—ALLUVIAL LANDS.

AREA AND PRESENT CONDITION.

The area of the alluvial lands along the Lower Mississippi and tributaries is 41,193 square miles, being as large as the combined areas of New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New Jersey. It is three-fourths the extent of England, which contains 52,922 square miles, and more than eighteen times larger than Holland, which is a rich country formed by the protection of alluvial lands along certain rivers and the Zuyder Zee. This area of the Mississippi Delta, reduced to acres, is 26,363,520. According to those most familiar with the subject, and who are competent judges, all but 10 per cent. of these lands are susceptible of cultivation and of unsurpassed fertility. We have, then, 23,727,168 acres to be protected, their increased values to be added to the general wealth and their products to help swell the sum total of the national industries.

What is their present condition? We find that in 1870 but 1,969,238 acres, or less than 8 per cent. of their area, was under cultivation.

Why are these rich and productive lands thus neglected? Chiefly, if not solely, because of the periodical destruction of crops, buildings, and danger to health and even life from the overflow of the river.

PRESENT VALUE.

The value of the above 1,969,238 acres, improved in 1870, was, according to an estimate by the Chief of Engineers, U. S. Army, $80,431,221, or $40.84 per acre. The remaining 21,757,930 acres which are unimproved, but susceptible of cultivation, had but trifling values, say from 10 cents to $2 per acre. Mr. Ellis said, in his report to the House of Representatives in 1876: "Millions of acres have been sold for taxes; others, after advertisement, have failed to bring anything whatever." It is believed $1.25 was in 1876 a fair estimate of the value per acre of those unimproved lands. We reach, then, the following conclusion, supposing the values and areas cultivated have not materially changed:

Value of improved lands	$80, 431, 221
Value of unimproved lands	27, 197, 612
Total value	107, 628, 833

FUTURE VALUE IF PROTECTED.

Now let us consider their possibilities. The totals resulting are so large that only by comparison can we appreciate the fairness of the estimate.

Probably no one will dispute the assertion that the Delta of the Mississippi is as productive as the Delta of the Rhine in the Netherlands, and if the statistics of the value of the protected lands in Holland and other provinces of the Netherlands were accessible, it would be an interesting and fair comparison, because of the similarity existing between these countries. But as they are not within reach, we will take for a comparison the farm lands of New Jersey. We select that State, because its farm lands have a very high value per acre, and for the further reason that no lands in this country are too fertile and valuable to be contrasted with the possibilities of the Mississippi Delta.

According to the United States census of 1880 the average value per acre of the 2,096,297 acres of improved lands in New Jersey, including farms, fences, and buildings, was $91 per acre.

The alluvial lands of the Mississippi, if protected and improved, would, at that rate per acre, be worth $2,399,080,320. As their present value is but $107,628,833, the increase would be more than $2,000,000,000.

PRODUCTIVE CAPACITY.

It certainly is not an over-estimate of the productive capacity of the alluvial lands to say they will yield on an average as much as the farm lands of New Jersey. Such a comparison doubtless underestimates their capacity. The value per acre of the products of the improved lands of said State was, in 1880, $14.14. At that yield per acre the alluvial lands would annually produce to the value of $372,780,172. This is a moderate estimate, as may be seen from the following calculation, made from a different basis: According to the official report, for 1877, of the United States Commissioner of Agriculture, it takes, in the cotton-producing States of this country, an average of 2.63 acres to produce one bale of cotton. No one familiar with the alluvial lands will dispute their

wonderful capacity for cotton-growing. At the same rate, 2.63 acres to the bale, the total area would produce 9,021,736 bales. Reducing that to pounds, at 440 pounds to the bale, we have a total of 3,969,563,840 pounds. At 11 cents per pound the total value of their annual crop would be $436,652,022. It is evidently nearer the truth to say that the overflowed lands, if protected and cultivated as carefully as the farm lands of New Jersey, would produce on an average at least one bale to every acre. It is an assertion which any planter familiar with the wonderful fertility, depth, and inexhaustibility of the alluvial soil will readily indorse. At that rate the Delta of the Mississippi would produce each year 23,727,168 bales, worth at 440 pounds to the bale, and at 11 cents per pound, $1,148,394,931.

CONTRASTS WITH THE NETHERLANDS.

The history of the protection and development of the Netherlands (low countries) an exact parallel in formation to the alluvial lands of the Mississippi Valley, proves very clearly that we have not over-estimated the importance of the subject.

The United Kingdom of the Netherlands contains but 12,680 square miles, and North and South Holland, two of the eleven subdivisions of the same, but 2,209 square miles. The whole of the Netherlands is made-land having been formed by protection from the overflow of the lower Rhine, the Maas, the Scheldt and other rivers, 90 lakes, and the Zuyder Zee. The total cost of their protection by dikes, embankments, and other works was $1,500,000,000. The annual cost of guarding, protecting, and repairing is stated to be from $2,000,000 to $2,500,000. Probably that country, in proportion to its population, is the wealthiest nation upon the face of the earth.

An elaborate review of the same says: "The country is everywhere well peopled, and no population in the world exhibits a more uniform appearance of wealth, comfort, and contentment."

Holland not only has capital enough for home use, but the Dutch of Amsterdam are capitalists who have a large surplus to lend for public improvements and large enterprises in other nations. Yet all the wealth of this rich and commercially powerful kingdom was accumulated in an alluvial country having an area less than one-third that of the alluvial lands along the Lower Mississippi.

We will profit by their example if we protect our own lands from overflow—lands which are equally productive and far more easily and cheaply protected. The Dutch are, as a nation, economical and conservative. We, who claim to be progressive, should display equal enterprise in adding to the sum total of our national wealth, particularly when it can be done incidentally to a more important work—the improvement of navigation.

THE QUESTION OF PROTECTION.

If incidentally to the improvement of navigation the rich alluvial lands of the Lower Mississippi Valley should be protected from destructive floods, and almost fabulous additions made to the taxable wealth of the country, millions of citizens would be benefited, and none injured. But before stating the facts and figures it may be well to notice some of the popular misunderstandings of this important subject.

The Mississippi River Commission, who now have in charge the work of improvement, have, repeatedly, since their appointment, been termed by the press the "Levee Commission," thereby conveying to the mind of the public the erroneous impression that their chief duty was to serve the interest of one section of the valley, and build levees. What are the facts? The act creating the Commission is entitled, "An act to provide for the appointment of a 'Mississippi River Commission,' for the improvement of said river from the head of the passes, near its mouth, to its head-waters," which head-waters are in the State of Minnesota, near the northern boundary of the United States. Section 4 of the act prescribes their duty as follows: "It shall be the duty of said Commission to take into consideration and mature such plan or plans, as will correct, permanently locate and deepen the channel, and protect the banks of the Mississippi River; improve and give safety and ease to the navigation thereof; prevent destructive floods; promote and facilitate commerce, trade, and the postal-service."

"The Commission shall report in full upon the practicability, feasibility, and probable cost of the various plans known as the jetty system, the levee system, and the outlet system, as well as upon such others as they deem necessary." This correction is important, for such misapprehension tends to throw discredit upon a great national work.

Another source of misunderstanding and opposition has been the unnecessary use of the word "reclamation" in many bills which have in the past been introduced in Congress upon the subject of river improvement. That word was not used in the act creating the Commission, nor is it one of their duties to do farming for individuals at Government expense. An emphatic disclaimer of such a purpose was made in the House of

Representatives by the chairman of the Committee on the Mississippi, Hon. E. W. Robertson, in a speech advocating the appointment of a commission. He said of the bill then pending: "It contemplates the improvement of the chief avenue of transportation of a great commercial nation. It also seeks to protect from floods and pestilence over 26,000,000 acres of the most fertile and productive lands upon the face of the earth. It does not, as is so often alleged, aim at the reclamation of those lands, or seek to perform work which properly belongs to the individual citizen. The word "reclamation" is not used in the bill. It is well that we understand the distinction at the outset of this discussion, for the wrong use and confusion of terms have given the opponents of river improvement an opportunity to misinterpret, and therefore misrepresent, the object we seek to accomplish. The word 'reclamation' has furnished them with the keynote of unjust criticism. We simply ask protection from the frequent ravages of this great river, over which no power but the General Government has legal control, in order that we who possess lands along its course may have an opportunity to reclaim and cultivate them at our own expense."

In another speech in the House of Representatives, May 18, 1882, on the subject of the "protection of the valley," he was still more explicit, and stated the case with great force, as follows:

"In brief, we ask the protection not simply of alluvial lands, but agriculture in a broad and national sense; not only agriculture, but manufactures, commerce, the postal service, and the people themselves of the lower valley, an alluvial area embracing 41,000 square miles or nearly as large as all New England—three times the area of the celebrated valley of the Nile, formerly the granary of the oriental world—and eighteen the size of Holland—a magnificent empire in its extent and resources.

"From what do we ask protection? From the overflows of a great national sewer, filled with the drainage of the twenty-eight States and Territories; from the overflow of a great national highway of commerce, the trunk line of forty-two navigable tributaries, which supply water transportation to twenty-two States and Territories; from the overflow of a Government postal-route, a river subject to the admiralty and maritime jurisdiction of the United States; from an enemy in whose clutches a single State is as powerless as a little child in the deadly clasp of the octopus; from a river which in itself and in its relations to the nation is exceptional."

VII.—DESTRUCTIVE FLOODS.

The destructive floods of the Mississippi Valley not only sweep over the alluvial lands of the lower valley between Cairo and the Gulf, but frequently occur in the valleys of the upper Mississippi, the Missouri, Ohio, Red, Arkansas, Tennessee, Cumberland, Yazoo, and other rivers of this comprehensive system, carrying with them enormous destruction to crops, roads, railroads, postal-routes, buildings, live-stock, commerce, and industries. They are often attended with the loss of life itself.

Mr. Morey, in his report to the House of Representatives during the Forty-second Congress, said of the floods of 1868 and 1871: "The destruction caused by the last two floods above named in the Ouachita valley is almost incredible. A valley of almost unexampled fertility, capable of raising, beside corn and stock in great abundance, at least 75,000 bales of cotton, worth, at the average price of this season, more than $5,000,000, was inundated, plantations destroyed, buildings washed away, cattle and swine by the thousand starved or drowned," etc.

Another flood in 1874 was still more destructive. Mr. Ellis, in his report to the House, in 1876, says of it: "The loss by the flood of 1874 was $13,000,000. This year, so far as it can be ascertained, it is $2,000,000. And this makes the total sum $15,000,000 in actual material wealth within three years."

The great flood throughout the length and breadth of the Mississippi Valley in the spring of 1881 was unusually destructive, the damage amounting to many millions of dollars. As it is impossible to give an accurate estimate of the total damage, we will give a few illustrations by extracts from the press dispatches published in leading daily papers of that time.

"*Omaha, April* 25.—The flood still continues. The river rose 2 inches last night at this point, but it has done no further damage to manufacturing interests on the water front. Much lumber in the yards has been removed to higher ground. The Union Pacific shops and smelting works, Boyd's packing house and distillery are still under water, and 1,600 men are out of employment.

"At Council Bluffs one-half of the city is under water, and 600 people are homeless All passengers from eastern trains are transferred by boat to the Union Pacific depot.

"A dispatch from Sioux City announces a fall of 6 inches at that point.

"This morning high winds set in from the north and stirred up the vast body of water north of the long embankment leading up to the Union Pacific bridge on the east side,

and the high waves dashing against it soon washed out the dirt close up to the ties. This was discovered just in time to prevent an accident, and a large force of men were put to work piling sand bags along the north side, thus breaking the force of the waves and saving the embankment. Two hours more and the water would have taken out a section of several hundred feet of the approach to the bridge. The transfer of passengers, baggage, and mails is continued by boat at Council Bluffs. There is no material change in affairs here since yesterday. The Union Pacific road is running regular trains.

"The village of Waterloo, near Elkhorn River, 25 miles west of Omaha, is flooded to a depth of 5 feet.

"The overflow which covers the country for many miles is doing considerable damage to farms in Elkhorn Valley.

"Some citizens of Waterloo claimed their town was flooded owing to the Union Pacific Railroad embankment holding the water back, and they threatened to open a channel through it, but were prevented by the timely appearance of a sheriff and posse of constables from Omaha. Six ice-houses, located in Omaha Bottoms, have been wrecked by high water and rendered a total loss. A large wagon-bridge came down the river to-day, landing on the east side of the smelting works.

"*Hannibal, Mo., April* 25.—The Sny levee broke at 3 o'clock this morning, at a point about a mile and a half above East Hannibal. The crevasse is 130 feet wide, and the water is still cutting both below and above the break. Near East Hannibal there are several weak points liable to go at any moment. The river is 19 feet and 1 inch above low-water mark, and is still rising, but very slowly.

"Trains from Quincy to Hannibal, via the Chicago, Burlington and Quincy Railroad, are abandoned, the track between Fall Creek and East Hannibal inside the levee being under water. It is estimated that 30,000 acres of fall wheat had been sown inside the levee, all of which is now a total loss. There are nearer 10,000 acres, the yield of which heretofore had averaged 30 bushels to the acre. This season it stood finer than ever. The loss on wheat alone is placed at $1,000,000. The river is still slowly rising, and has now nearly reached the highest point of last year.

"*Saint Louis, April* 25.—The river is rising and rapidly approaching the danger line. A rise of another foot and the water will submerge some of the low lands in the northern part of the city, and inundate part of the bottoms on the Illinois side of the river. Much apprehension is felt for property on both sides of the river, and measures are being taken to protect it. Old steam-boat men are predicting a flood of unusual magnitude, and say that if the present warm weather continues, and particularly if there is much rainfall in the north, a freshet equal to that of 1844 will probably follow.

"*Bismarck, April* 25.—One mile of track and thirty pile bridges washed away constitute the extent of damages on the Northern Pacific extension. Night and day forces are at work repairing, and trains to the end of the track are promised in a few days.

"*Kansas City, April* 25.—The levee which was built to protect the town of Harlem and the broad bottom lands opposite the city from overflowing gave way on Saturday night, and a strong current, 10 feet deep, is now running at the rate of 5 or 6 miles an hour over the tracks of the Hannibal and Saint Joseph, Council Bluffs, Chicago, Rock Island and Pacific, and Wabash roads. For nearly a mile all these tracks are supposed to be washed out. The levee gave way about 10 o'clock at night. The water is overflowing a large number of farms to the depth of from 4 to 6 feet.

"*Saint Paul, Minn., April* 25.—A special from Fergus Falls says the upper country is an unbroken sheet of water, beginning at a point about 25 miles below Saint Vincent and extending this way to the vicinity of Crookston. Twenty-five miles south of Stevenson the water has swept away the track of the Saint Paul, Minneapolis and Manitoba Railroad, and all railroad travel is suspended.

"*Saint Paul, Minn., April* 27.—The flood at Saint Paul, caused by the coming down of high water in the Minnesota River, continues. The water has now reached 18 feet in the channel—3 feet higher than during the June rise of last year, and the highest point reached since the great flood of 1867. There is to-day scarcely a foot of uncovered land in the entire country west of Saint Paul, flat lands, over which the waters are not now running riot. Old residents there affirm that although they have frequently seen the water cover the lowlands, they have never known the current so strong as to sweep over them with such overwhelming velocity as it is doing to-day. The current carried away the bank on which Fifth street is built this morning, and there is only a single road remaining uncovered between river and bluff. A visit to the scene to-day found hundreds of houses isolated by water and the occupants busy moving. The sides of the raised embankment were filled in many places with all manner of household effects, which had been brought in boats from the inundated residences, and around which were the owners watching and guarding the same while awaiting the arrival of vehicles to transport the goods to some place of safety.

"*Omaha, Nebr., April* 27.—The river has fallen 10 inches here. A further fall of 18 inches is reported at Sioux City. Information having been received at Nebraska City that many people living on the river north of that city were in great peril, one of the ferry-boats started out yesterday and rescued nearly 200 men, women, and children, some of whom had been without food two or three days, and were suffering extremely from hunger. These people were lodged in the opera house, the city hall, churches, and other public buildings. * * *

"East Nebraska, on the Iowa side of the river, is entirely flooded, and all the inhabitants have been compelled to abandon their homes and seek refuge in Nebraska City proper. Thousands of people along the river bottoms in Nebraska, Missouri, Iowa, and Kansas are homeless and destitute. Passengers, mail, and baggage trains arrived here same as the last few days, only did it more rapidly than heretofore. It will be at least one week before the railroads get into the same shape as before the flood.

"*Saint Joseph, Mo., April* 27.—The river at this point is 22 feet 6 inches above low-water mark and rising slowly. Many families have been rescued from their inundated houses in the bottom lands during the day, generally in destitute circumstances. All the available flat-boats have been in use removing people and stock. An old man and his wife, 76 to 80 years of age, were to-day rescued from the Elmwood bottom, where they were living in a small one-story house, having been two or three days surrounded by the swift current, a mile from land, and the water 2 feet deep in the house. * * *

"*Atchison, Kans., April* 27.—Contrary to expectations, the river has continued to rise steadily during the past twenty-four hours, and is now 22 feet 4 inches above low-water mark, and at least 20 inches above the level of the great flood of 1844. The Missouri Pacific road continues to afford the only connection with the East, and it has to send its passengers and mails around by way of Topeka.

"*Chicago, April* 20.—The total loss of property by the flood on the Missouri River and its tributaries between Sioux City and Bismarck is estimated at $2,500,000. Below Sioux City, including the damage done at Omaha, Council Bluffs, Kansas City, and the great overflow on both sides of the Missouri between these cities and Saint Louis, the amount of loss is computed at $1,500,000."

DEBATE IN UNITED STATES SENATE ON FLOOD OF 1882.

"In the spring of 1882 another destructive flood spread over the Lower Mississippi Valley. Its damage in the States of Mississippi and Arkansas was described in the following debate in the United States Senate, February 23, 1882:

"Mr. GEORGE. Mr. President, I should like to be indulged in making a remark or two explanatory of the magnitude of the disaster referred to in the joint resolution.

"The district overflowed from the breaking of the levee embraces all the Mississippi Delta between Memphis and Vicksburg, about 15 miles in length and about 40 miles in breadth. All of it is either now under water or will be in a short time. I desire also to state, for the information of the Senate, that four-fifths of the population which inhabit that district is composed of colored laborers, who have not the means of support during the time when this overflow will necessarily interrupt labor.

"Mr. INGALLS. What is the estimated number of laborers who have been rendered destitute by this inundation?

"Mr. GEORGE. They inhabit a district about 150 miles long by about 40 wide. I suppose there must be from 50,000 to 75,000 inhabitants in that district.

"Mr. TELLER. What proportion of them will be rendered destitute?

"Mr. GEORGE. Four-fifths. I desire also to state for the information of Senators who are not familiar with the length or duration of on overflow in the Mississippi bottoms, that it is not an affair of a day or a week. The overflows in that section of the Mississippi bottoms generally continue from four to six weeks before there is a subsidence of the waters; and during all that time there is a total suspension of all labor; the water gets all over the whole country.

"I have confined my statement to the destitution in Mississippi. There are contiguous districts on the western bank of the Mississippi River, in the State of Arkansas, that suffer from the same overflow. The Senator from Arkansas [Mr. Garland] will make a statement upon that subject.

"I shall ask to have the joint resolution referred to the Committee on the Improvement of the Mississippi River and its Tributaries, in the hope that that committee may act upon it with promptness, as the matter will not admit of delay.

"Mr. GARLAND. The information that the Senator from Mississippi gives in reference to his own State applies exactly to the State of Arkansas, which is in front of the overflowed Mississippi River. The intelligence that I receive from that portion of the State of Arkansas through telegrams, letters, and newspapers, represents the destruction there as widespread, and as absolutely appalling and unprecedented. The overflow has taken barns and granaries, and has swept away the last stock the farmers and planters of that country owned and had to live upon.

"I am not prepared in my own mind to say just exactly what relief, or what measure of relief, Congress can or should afford, but certainly there is now a just demand for relief, if it is in the power of Congress to grant it. I hope the joint resolution will be referred to the committee indicated by the Senator from Mississippi, and that that committee may see proper to give it early consideration and report some measure for the relief of those suffering people.

"Mr. HAMPTON. I just came into the Senate when the joint resolution was sent to the Clerk's desk and read, and as I am very familiar with that section of country, having been there a great deal, I wish to make a statement in regard to it.

"The area of land which will be overflowed if the river rises as high as it has done formerly will cover the richest portion of the Mississippi Valley on the Arkansas side and on the Mississippi side. I am more familiar with it on the Mississippi side than on the Arkansas side; but it will cover the most productive and finest cotton-growing territory in the whole State. I have known the river to be at that point sometimes nearly 150 miles wide, for it covers from the Yazoo hills on the one side to the Arkansas bluffs on the other, and in that whole section of country if the river is as high as these dispatches say it is there will hardly be any land at all above overflow. There are only a few spots in that great Mississippi bottom which are above overflow, and the destruction not only of stock, but of the incoming crop will be so great that I have no hesitation in saying the dispatches from the governor of Mississippi give but a faint idea of the destitution and starvation that will follow there.

"My friend from Mississippi thinks that there are 75,000 people in this area covered. I think he has underestimated the number very much.

"Mr. GEORGE. I spoke of the Mississippi side.

"Mr. HAMPTON. On the Mississippi side I think the numbers would be very much larger than that. Nearly the whole of those people are colored people; they rent the land and the loss will fall upon them. They have made no provisions at all for immediate sustenance, and unless some aid can be given promptly, I have no question that there will be starvation and infinite suffering in that whole country."

In the spring of 1883 an unusually destructive flood in the Ohio River Valley submerged a large portion of the city of Cincinnati, which was very forcibly described in the following dispatch from Murat Halstead, February 16, 1883:

"The loss of life has not been very great, but the destruction of household property is enormous, and clothing, sheltering, and feeding the poor who have fled from their homes will strain all resources. The care of property in the submerged district is a great task, and our military companies are out at night patrolling the streets. The schoolhouses are crowded with fugitives. The coal supply of the city is under water. The water-works are overwhelmed. The gas-works are submerged. Our condition is in many respects critical, but nothing but a sudden and immense rainfall beyond all example can prevent our relief by the fall of the river. There are remarkable coincidences between this monstrous rise in the Ohio and the December overflows of the Rhine and Danube. The parallel between the Rhine especially and the Ohio in the origin, progress, extent, and duration of the floods is very striking, and the correspondence in the two cases may be traced also in the intelligent compassion and remarkable liberality with which the sufferings of those made homeless, whether on the Rhine or the Ohio, were regarded and relieved by the enlightened and the benevolent."

The above are but illustrations of the frequent and wholesale destruction and desolation caused by the floods throughout the length and breadth of the great valley. But they are sufficient to show that these floods pay no attention to State lines and that they are national in extent and magnitude.

VIII.—NATIONAL FEATURES.

NATIONAL IN EXTENT.

A river system in which twenty-one States and Territories have a direct business interest, and nearly all others an indirect interest—which intersects the great productive center of the continent, and by means of cheap transportation brings the producer and consumer into easy communication—which supplies a connecting-link between internal and international commerce, is something more than sectional—it is emphatically national. The navigable portions alone of the Mississippi and tributaries are distributed among the States substantially as follows:

	Miles.		Miles.
Arkansas	2,375	Indian Territory	720
Missouri	1,950	Minnesota	660
Louisiana	1,925	Ohio	550
Mississippi	1,380	Wisconsin	520
Montana	1,310	Texas	440
Dakota	1,280	Nebraska	400
Illinois	1,270	West Virginia	390
Tennessee	1,260	Pennsylvania	250
Kentucky	1,230	Kansas	240
Indiana	840	Alabama	200
Iowa	830		

They also supply facilities for inland inter-communication by water between the following cities:

Saint Paul, Minn.
Pittsburgh, Pa.
Cincinnati, Ohio.
Louisville, Ky.
Omaha, Nebr.
Peoria, Ill.
Vicksburg, Miss.
La Crosse, Wis.
Wheeling, W. Va.
Nashville, Tenn.
Little Rock, Ark.
Decatur, Ala.
Cairo, Ill.
New Orleans, La.
Saint Louis, Mo.
Kansas City, Mo.
Keokuk, Iowa.
Knoxville, Tenn.
Memphis, Tenn.
Minneapolis, Minn.
Shreveport, La.
Sioux City, Iowa.
Quincy, Ill.
Parkersburgh, W. Va.
Dubuque, Iowa.
Jefferson City, Mo.

There are several hundred other cities and important commercial towns scattered, as they are, over different sections of a great and broad country.

If to these rivers we add the existing supplements, we find that they supply facilities for inland water inter-communication between twenty-five States and Territories.

Adding the projected or proposed supplements above described, they will supply the facilities for twenty-nine States and Territories.

And adding to the above other States and Territories which rest upon the Pacific and Atlantic Oceans, we find that the Mississippi and tributaries, with existing and proposed supplements, and the oceans on the east and west, will permit water inter-communication between forty-one States and Territories, or all but five of the total forty-six States and Territories of the entire Union.

NATIONAL IN LAW.

This river system is also national in law. The doctrine, as declared by the Supreme Court of the United States, in the case of the *Daniel Ball*, 10 Wallace, 557, is as follows:

"Those rivers must be regarded as public navigable rivers in law which are navigable in fact. And they are navigable in fact when they are used, or are susceptible of being used, in their ordinary condition, as highways for commerce, over which trade and travel are, or may be, conducted in the customary modes of trade and travel on water. And they constitute navigable waters of the United States, within the meaning of the acts of Congress, in contradistinction from the navigable waters of the States, when they form in their ordinary condition, by themselves, or by uniting with other waters, a continued highway, over which commerce is, or may be, carried on with other States or foreign countries in the customary modes in which such commerce is conducted by water."

NATIONAL IN BENEFITS.

In its benefits, also, this net-work of water ways is national. The consumer of the East and the producer of the West have a common interest in cheap transportation and cheap food. The recognition of this principle on the floor of the United States Senate should be considered by every one who, through wrong information, superficial observation, or sectional feeling, imagines that the improvement of the Mississippi River is a local movement. We refer to the tribute by Senator Bayard, who said in June, 1880, in speaking of the improvements already made at the mouth of the river: "The results of such a work, if maintained according to present promise and to all reasonable hope, are magnificent and incalculable in their benefit, not simply to a State but to the entire Union, and not simply to the entire Union, but you may say the benefits are world-wide. It is making food cheaper for this world that the Mississippi River can perform its great carrying functions to bring the vast crops of products of the wheat lands, and the granary of this country and of the world, into the use of mankind in general."

NATIONAL IN DAMAGE.

As shown in a previous chapter the periodical floods of the valley are national in the extent and magnitude of their destruction. They are also beyond the jurisdiction and control of individual States, as was very clearly stated in the following extracts from a speech on this subject by Hon. E. W. Robertson, of Louisiana, in the House of Representatives May 18, 1882: "On the west bank of the Mississippi there was built a continuous line of levee extending from Louisiana into Arkansas. For about fifteen years past the levee has been broken for several miles above and below the boundary line dividing the two States. Arkansas, for some reason, is indifferent to repairs at this particular place. The result is that the floods which sweep through the gap in Arkansas continue down through Louisiana in the rear of her system of levees, thereby nullifying all the efforts of the latter State to secure protection. Does any one contend that Louisiana has jurisdiction over Arkansas? The two States can not even make a binding agreement on the subject of protection, for the Constitution expressly denies their right to enter into treaties between themselves. It is, then, worse than idle to tell us of the lower valley to protect ourselves. * * * Can States combine to accomplish this protection, 'to provide for the common defense and general welfare?' Not at all, for they are expressly prohibited by section 10 of the same article, which says: 'No State shall enter into any treaty, alliance, or confederation.'

"How, then, can the States of the lower valley agree upon a uniform plan of protection from their common enemy, the great and national Mississippi in flood-time? They can not. They are powerless. They are helpless, and subject to the mercy of the floods.

"They invoke, then, the aid of that Federal power whose fundamental object is the protection of its own citizens and its own States."

NATIONAL IN POLITICS.

The political features of the Mississippi and tributaries are also national. If to the Representatives of the people in Congress from the sixteen Valley States and Territories were added those from Pennsylvania, West Virginia, Alabama, and Texas, which States are intersected by, and have an extensive business interest in, the navigable waters of these rivers, the result would show a very large majority in the House of Representatives. But it is unnecessary to urge this point, for all sections have a common interest in the great water ways which intersect the granary of a common country. Instead of being an element of strife and sectional antagonism, the Mississippi is a bond of union. In this respect nature has accomplished for the people of the great interior what President Washington was so anxious to see accomplished for a similar purpose in another direction by artificial and costly means. We refer to his favorite project of uniting, by a canal, the Potomac River and a tributary of the Ohio, so as to bind, in commercial and political ties, the Mississippi Valley to the Atlantic States. To create a similar bond of union between the Pacific States and the rest of the country, Congress, at the close of the late civil war, granted to the Union and Central Pacific Railway Companies 20,000,000 acres of public lands, and loaned $53,121,632 in bonds.

Nature has, without cost, bound together the many States of the North and South, and of the great interior, in a perfect net-work of commercial ties.

The problem of new and enlarged commercial intercourse and fellowship between the two sections is not a difficult one, if we look to the Mississippi for a solution. This was demonstrated a few years ago by the enthusiastic response from both sides of the House of Representatives to the remarks by General Garfield, closing the debate on the Mississippi River Commission bill, with the following liberal sentiment:

"I rejoice in any occasion which enables Representatives from the North and from the South to unite in an unpartisan effort to promote a great national interest. [Applause.] Such an occasion is good for us both. And when we can do it without the sacrifice of our convictions and can benefit millions of our fellow-citizens, and can thereby strengthen the bonds of the Union, we ought to do it with rejoicing; for in doing so we inspire our people with larger and more generous views, and help to confirm for them and for our children to our latest generations the indissoluble Union and the permanent grandeur of this Republic. I shall vote for this bill." [Applause on both sides of the House.]

OPINIONS OF NATIONAL STATESMEN.

John C. Calhoun, the strictest of strict constructionists, said of it, in 1845, in a speech delivered at Memphis: "The invention of Fulton has, in reality, for all practical purposes, converted the Mississippi with all its tributaries into an inland sea. Regarding it as such I am prepared to place it on the same footing with the Gulf and Atlantic coasts, the Chesapeake and Delaware Bays, and the Lakes in reference to the superintendence of the General Government over its navigation. It is manifest that it is far beyond the power of individual or separate States to supervise it."

Vice-President Hendricks, in a speech delivered in 1866, said:

"That river is under the control of the Government for almost every purpose. It is a great channel of commerce; it is the Nation's river; it does not belong to Louisiana; it does not belong to Mississippi; it is the river of all the States."

General Garfield, while in the House of Representatives, said, in support of the bill creating the Mississippi River Commission:

"I believe that one of the grandest of our material national interests, one that is national in the largest material sense of that word, is the Mississippi River and its navigable tributaries. It is the most gigantic single natural feature of our continent, far transcending the glory of the ancient Nile, or of any other river on the earth. The statesmanship of America must grapple the problem of this mighty stream. It is too vast for any State to handle; too much for any authority less than that of the nation itself to manage. And I believe the time will come when the liberal-minded statesmanship of this country will devise a wise and comprehensive system that will harness the powers of this great river to the material interests of America, so that not only all the people who live on its banks and the banks of its confluents, but all the citizens of the Republic, whether dwellers in the central valley or on the slope of either ocean will recognize the importance of preserving and perfecting this great natural and material bond of national union between the North and South, a bond to be so strengthened by commerce and intercourse that it can never be severed." [Applause.]

In his letter of July 10, 1880, accepting the nomination for the Presidency, General Garfield further said:

"The Mississippi River, with its great tributaries, is of such vital importance to so many millions of people that the safety of its navigation requires exceptional consideration. In order to secure to the nation the control of all its waters, President Jefferson negotiated the purchase of a vast territory extending from the Gulf of Mexico to the Pacific Ocean.

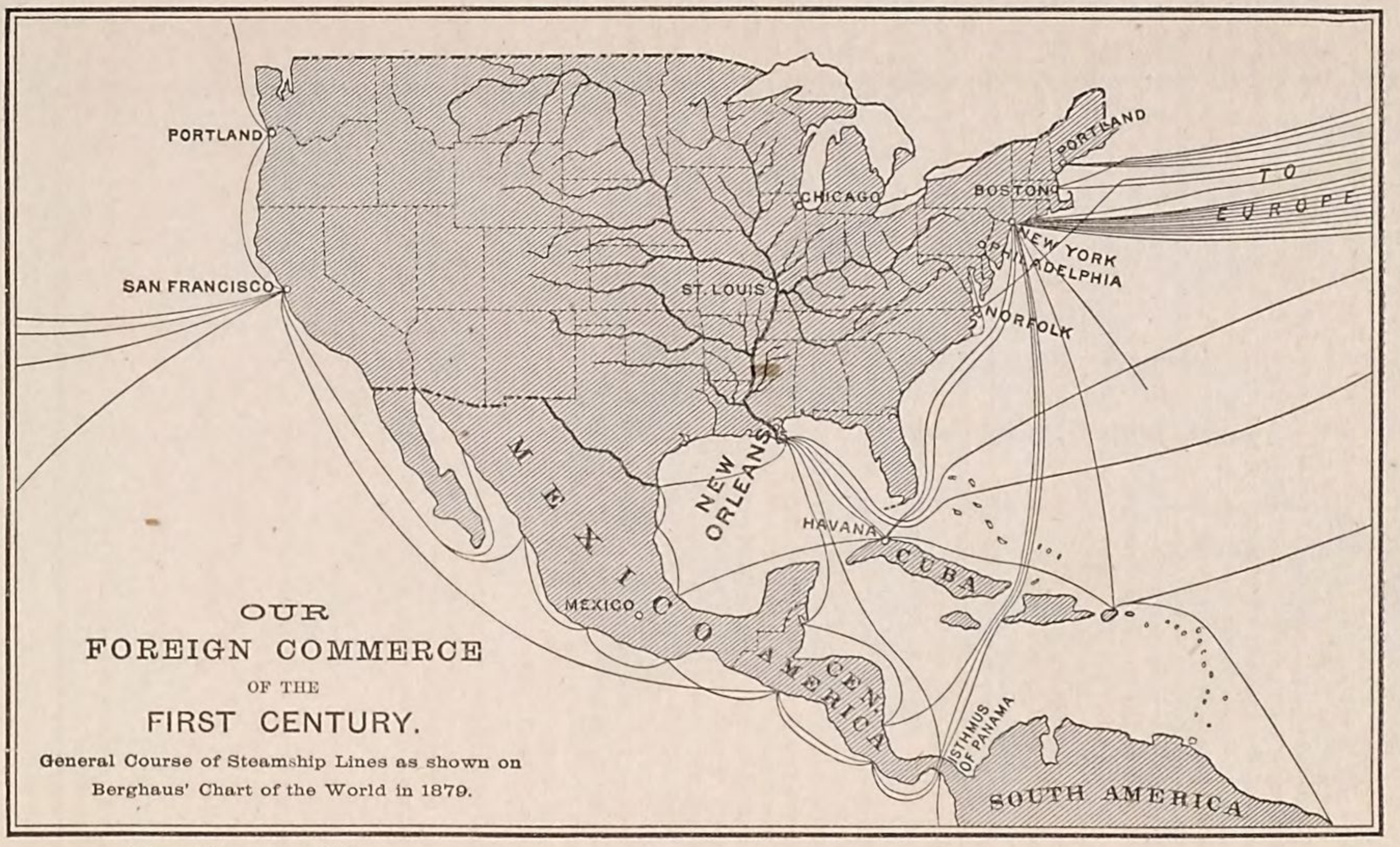
"The wisdom of Congress should be invoked to devise some plan by which the great river shall cease to be a terror to those who dwell upon its banks, and by which its shipping may safely carry the industrial products of twenty-five millions of people."

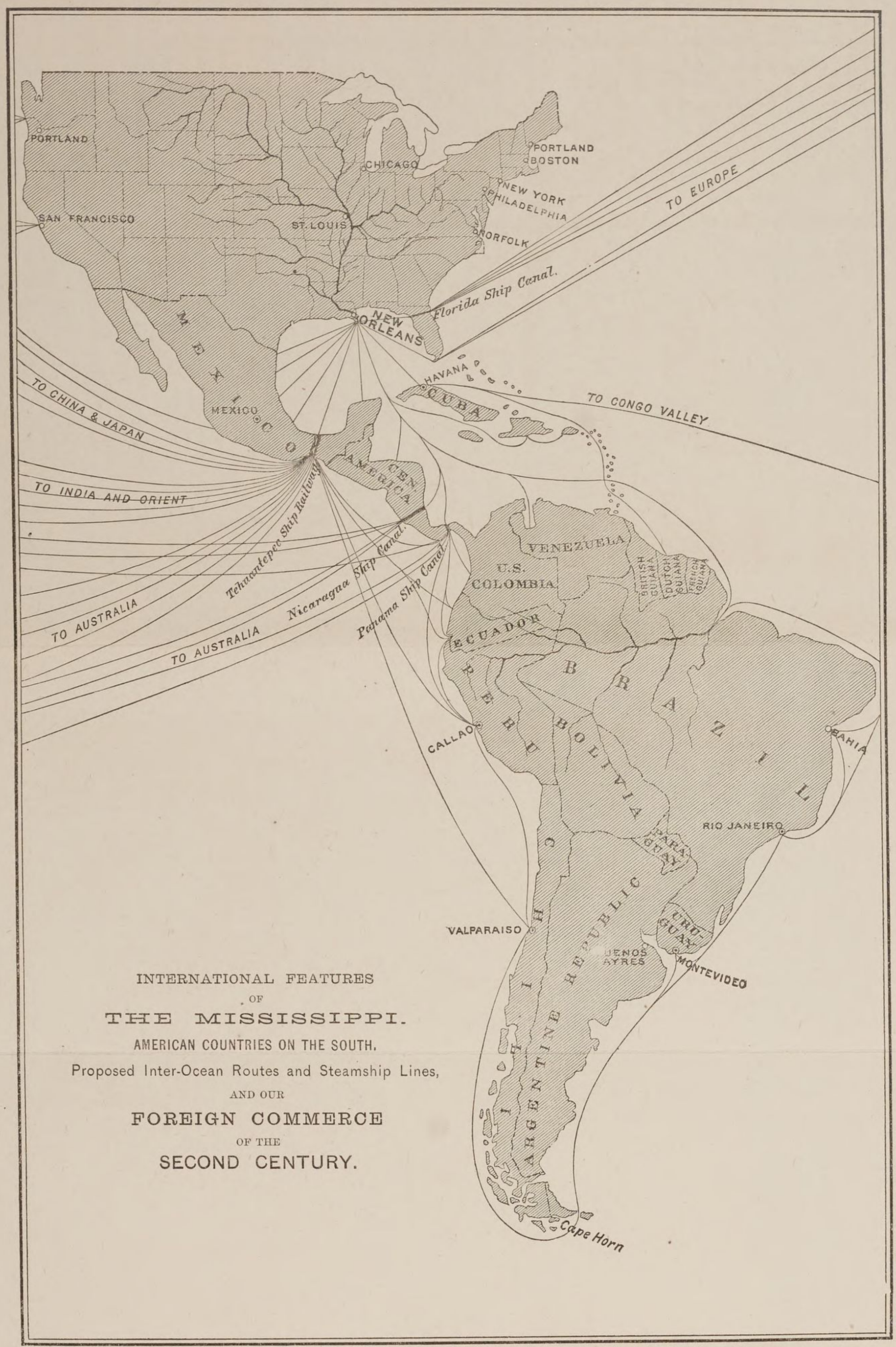
In his annual message to Congress in 1880 President Hayes said:

"A comprehensive improvement of the Mississippi and its tributaries is a matter of transcendent importance. These great water-ways comprise a system of inland transportation spread like net-work over a large portion of the United States, and navigable to the extent of many thousands of miles. Producers and consumers alike have a common interest in such unequaled facilities for cheap transportation. Geographically, commercially, and politically, they are the strongest tie between the various sections of the country. These channels of communication and interchange are the property of the nation. Its jurisdiction is paramount over their waters, and the plainest principles of public interest require their intelligent and careful supervision, with a view to their protection, improvement, and the enhancement of their usefulness."

President Cleveland, in a speech delivered at Memphis, Tenn., October 15, 1887, said:

"There flows past your city our nation's great river, which you rightly regard as a most important factor in your present and future welfare, and which I believe is universally recognized as a proper object of governmental protection and improvement. To Memphis and to every other city on its banks the improvement of this vast highway of commerce is so essential that they should be interested in having this and other proper work of the same description considered upon their merits, and freed from schemes sometimes questionable in their character and often extravagant in their demands."


PORTLAND
SAN FRANCISCO
CHICAGO
ST. LOUIS
BOSTON
PORTLAND
TO EUROPE
NEW YORK
PHILADELPHIA
NORFOLK
NEW ORLEANS
HAVANA
CUBA
MEXICO
MEXICO
CENTRAL AMERICA
ISTHMUS OF PANAMA
SOUTH AMERICA
OUR
FOREIGN COMMERCE
OF THE
FIRST CENTURY.
General Course of Steamship Lines as shown on
Berghaus' Chart of the World in 1879.



INTERNATIONAL FEATURES

OF

THE MISSISSIPPI.

AMERICAN COUNTRIES ON THE SOUTH.

Proposed Inter-Ocean Routes and Steamship Lines,

AND OUR

FOREIGN COMMERCE

OF THE

SECOND CENTURY.

IX.—INTERNATIONAL FEATURES.

AMERICAN COUNTRIES AT THE SOUTH.

The Lower Mississippi is the trunk line of the 16,090 miles of navigable water ways of this great river system. After intersecting or bordering twenty-one States and Territories of the great interior it converges and terminates at the Gulf of Mexico. Facing its mouth there are on the continent south of the United States fifteen Spanish-American Republics, the Portuguese-American Empire of Brazil, and four European colonies, which have a total population of 45,000,000 consumers, and an area of about 8,000,000 square miles, or more than double that of the United States.

Also, facing its mouth are the various West India Islands, with an area of about 100,000 square miles and a population of about 4,000,000 souls.

The names and ownership of the forty principal West India Island and the several countries on the continent are, in detail, as follows:

Spanish West Indies: Cuba, Porto Rico, and Isle of Pines.

British West Indies: Jamaica, Bahamas, Trinidad, Grenada, St. Vincent, St. Lucia, Antigua, Barbuda, St. Christopher, Caymans, Virgin Islands, Tobago, Grenadines, Barbadoes, Dominica, Montserrat, Nevis and Rodonda, and Anguilla.

French West Indies: Martinique, Desirade, Les Saintes, Guadeloupe, Curaçoa, and Buen Ayre.

Danish West Indies: St. Thomas, Santa Cruz, and St. John.

Swedish West Indies: St. Bartholomew.

Venezuelan West Indies: Marguerite, Les Siete Hermanos, and Tortuga.

Independent West Indies: Hayti and San Domingo.

Central American republics: Guatemala, San Salvador, Costa Rica, Honduras, and Nicaragua.

Central American colony: British Honduras.

Mexican Republic: Comprising twenty-seven States, one Territory, and a Federal District.

South American republics: United States of Colombia, Chili, Argentine Republic, Ecuador, Uruguay, Peru, Venezuela, Bolivia, and Paraguay.

South American Empire: Brazil.

South American colonies: British Guiana, French Guiana, and Dutch Guiana.

In view of this colossal showing one would naturally expect to find a large portion of the foreign commerce of the United States to be with the neighboring sister American nations.

What are the facts?

OUR FOREIGN COMMERCE OF THE FIRST CENTURY.

The foreign commerce of the United States during the first century of its existence was mainly with Europe. The course of trade at the end of one hundred years is as follows:

	Per cent.
Exports to Europe and adjacent countries, on the east	81
Exports to American countries, on the south	10
Exports to British America, on the north	5
Exports to Pacific countries, on the west	4

The one-sided nature of our commerce may be seen by a glance at the accompanying diagram illustrating the general course of steam-ship lines.

Our exports are also unsymmetrical in quality, 74 per cent. being the product of agriculture and only 15 per cent. the products of manufacture.

Of our total annual manufactures, which during the census year ending 1880 were $5,369,579,191 in value, but 2 per cent. find foreign markets. This is indeed an astonishing state of affairs, a defect in our commercial relations with the outside world which must be cured, a weak spot which must be built up and strengthened.

The annual foreign commerce of the various American countries south of the United States during the last attainable year were, according to a recent report by Secretary Frelinghuysen, in response to a Senate resolution of inquiry, as follows:

	Total imports.	Imports from United States.
Mexico	$42,579,000	$12,704,000
Central America	10,000,000	3,178,000
British Honduras	1,164,000	430,000
United States of Colombia	23,000,000	6,380,000
Venezuela	10,859,000	2,427,000
British Guiana	10,000,000	1,884,000
French Guiana	1,600,000	102,000
Dutch Guiana	1,400,000	320,000
Brazil	79,169,000	8,695,000
Uruguay	17,919,000	1,368,000
Argentine Republic	80,436,000	5,075,000
Chili	53,304,000	3,267,000
Bolivia	900,000	.....
Peru	12,000,000	1,071,000
Ecuador	6,000,000	629,000
Spanish West Indies	62,805,000	13,135,000
Hayti and San Domingo	7,724,000	4,054,000
Totals	420,859,000	64,090,000

In brief, we supply but 15 per cent. of the demand, or but about one-seventh part.

It is easy to understand why we control so insignificant a portion of this valuable trade when we examine the record of our exports to those countries from New Orleans, which port represents the principal Southern outlet of the Mississippi Valley. The value of exports of domestic merchandise from New Orleans to the various and neighboring American countries and islands on the south was, during the fiscal year ending June 30, 1886, as follows:

From New Orleans to—	Amount.	From New Orleans to—	Amount.
Argentine Republic	$7,215	Hayti	.....
Brazil	.....	Mexico	$562,572
Costa Rica	32,251	Dutch West Indies	.....
Guatemala	40,992	Dutch Guiana	.....
Honduras	150,127	Peru	.....
Nicaragua	63,841	San Domingo	.....
San Salvador	.....	Cuba	29,618
Chili	.....	Porto Rico	.....
Danish West Indies	.....	United States of Colombia	14,896
French West Indies	.....	Uruguay	.....
French Guiana	.....	Venezuela	.....
British West Indies	9,776		
British Guiana	.....	Total	1,063,660
British Honduras	152,372		

In other words the principal port on the southern coast of the United States is not doing its duty in supplying the Spanish and Portuguese American markets with our surplus products and manufactures. Nature has done everything to stimulate trade in this direction, but for some unaccountable reason it has been neglected by the United States.

Another astonishing defect in our foreign trade relations may be seen by reference to the total commerce of the various countries surrounding the Pacific Ocean and facing the west coast of the United States.

During a recent year their total annual imports and the share of the same supplied by the United States were as follows:

	Total imports from all nations.
Japan	$29,296,000
China	112,632,000
Hong-Kong	115,834,000
Philippine Islands	18,032,000
Dutch India	55,485,000
Siam	6,500,000
Straits Settlements	73,174,000
Australia, New Zealand, and Tasmania	118,600,000
Total	529,553,000

Of this total demand we supplied but $20,497,000 in value, or less than 4 per cent.

The above is the result of our foreign commerce during the first century of the Republic. What now is the outlook for the future?

OUR FOREIGN COMMERCE OF THE SECOND CENTURY.

A question of transcendant importance to the United States to-day is the development of new foreign markets for our surplus manufactures. It is useless to look to Europe for adequate outlets, for it is well supplied with manufactures of its own and has a surplus for export. We must rather look to the open, unsupplied, and inviting trade fields of Spanish and Portuguese America.

The question arises, how may these open and profitable fields be improved. Nature and common sense—the producer and consumer—demand that the neighboring Mississippi Valley, with its great water-ways, terminating at the Gulf, and with its surplus grain and provisions, take the lead in this new commercial movement. Direct and cheap transportation by way of the river and Gulf, in place of indirect shipments from the valley up and down the Alleghenies and then around and back again to the Indies, Mexico, and South and Central America, is the true solution of this commercial problem. New York is chiefly occupied with European trade, but the port at the mouth of the Mississippi has the time as well as favorable situation to make a success of American foreign commerce. It devolves upon her and the other trade centers of the valley to take the lead. The material interests of the entire country require it.

A few weeks before his assassination President Garfield said, in an address to the graduating class at Annapolis: "The Pacific is yet to be opened, and you gentlemen will be the ones to scout it for us." The significance of this remark will be appreciated by reference to the preceding trade statistics, and the diagram showing the Isthmian barrier which now stands in the pathway of direct water communication between the great Mississippi Valley and the Pacific.

The opening of the Isthmus of Tehuantepec will shorten the water route between the mouth of the Mississippi and Hong-Kong 10,502 miles each way, or 21,004 miles on the round voyage, for steamers between those two ports must now go around distant Cape Horn. In brief, the piercing of this isthmus for the transit of ships will place the Mississippi Valley in direct water communication with Australia, the countries of the Orient, and the west coast of Central and South America. Then we may expect our due share of that valuable foreign trade of which the United States now controls but about 4 per cent. and in which New Orleans has no participation.

The adequate development of these long-neglected foreign markets of the three Americas on the south and of the oriental countries on the west is the great material problem now awaiting solution.

These inviting trade fields constitute what may appropriately be termed our foreign commerce of the second century, and should, without further delay, be occupied with our surplus products and manufactures.

In his memorable tribute to America, in 1878, Gladstone said, in contrasting the commercial future of England and the United States:

"It is she alone who at a coming time can and probably will wrest from us that commercial primacy. We have no title; I have no inclination to murmur at the prospect. If she acquires it she will make the acquisition by the right of the strongest; but in this instance the strongest means the best. She will probably become what we are now, the head servant in the great household of the world, the employer of all employed, because her service will be the most and the ablest. We have no more title against her than Venice, or Genoa, or Holland has had against us."

There is no better way to facilitate the attainment of the "commercial primacy" here prophesied than by developing the international features of the Mississippi River and valley.

APPENDIX.

ACT CREATING THE COMMISSION.

AN ACT to provide for the appointment of a "Mississippi River Commission" for the improvement of said river from the head of the Passes, near its mouth, to its head waters.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a commission is hereby created, to be called "The Mississippi River Commission," to consist of seven members.

SEC. 2. The President of the United States shall, by and with the advice and consent of the Senate, appoint seven commissioners, three of whom shall be selected from the En-

gineer Corps of the Army, one from the Coast and Geodetic Survey, and three from civil life, two of whom shall be civil engineers. And any vacancy which may occur in the commission shall in like manner be filled by the President of the United States; and he shall designate one of the commissioners appointed from the Engineer Corps of the Army to be president of the commission. The commissioners appointed from the Engineer Corps of the Army and the Coast and Geodetic Survey shall receive no other pay or compensation than is now allowed them by law, and the other three commissioners shall receive as pay and compensation for their services each the sum of $3,000 per annum, and the commissioners appointed under this act shall remain in office subject to removal by the President of the United States.

SEC. 3. It shall be the duty of said Commission to direct and complete such surveys of said river, between the Head of the Passes, near its mouth, to its headwaters as may now be in progress, and to make such additional surveys, examinations, and investigations, topographical, hydrographical, and hydrometrical, of said river and its tributaries, as may be deemed necessary by said Commission to carry out the objects of this act. And to enable said Commission to complete such surveys, examinations, and investigations the Secretary of War shall, when requested by said Commission, detail from the Engineer Corps of the Army such officers and men as may be necessary, and shall place in the charge and for the use of said Commission, such vessel or vessels, and such machinery and instruments, as may be under his control, and may be deemed necessary. And the Secretary of the Treasury shall, when requested by said commission, in like manner detail from the Coast and Geodetic Survey such officers and men as may be necessary, and shall place in the charge and for the use of said Commission such vessel, or vessels, and such machinery and instruments as may be under his control, and may be deemed necessary. And said Commission may, with the approval of the Secretary of War, employ such additional force and assistants, and provide, by purchase or otherwise, such vessels, or boats, and such instruments and means, as may be deemed necessary.

SEC. 4. It shall be the duty of said Commission to take into consideration and mature such plan, or plans, and estimates, as will correct, permanently locate, and deepen the channel and protect the banks of the Mississippi River; improve and give safety and ease to the navigation thereof; prevent destructive floods; promote and facilitate commerce, trade, and the postal service; and when so prepared and matured, to submit to the Secretary of War a full and detailed report of their proceedings and actions, and of such plans, with estimates of the cost thereof for the purposes aforesaid, to be by him transmitted to Congress: *Provided*, That the Commission shall report in full upon the practicability, feasibility, and probable cost of the various plans known as the jetty system, the levee system, and the outlet system, as well as upon others as they deem necessary.

SEC. 5. The said Commission may, prior to the completion of all the surveys and examinations contemplated by this act, prepare and submit to the Secretary of War plans, specifications, and estimates of costs for such immediate works as in the judgment of said Commission may constitute a part of the general system of works herein contemplated, to be by him transmitted to Congress.

SEC. 6. The Secretary of War may detail from the Engineer Corps of the Army of the United States an officer to act as secretary of said Commission.

SEC. 7. The Secretary of War is hereby authorized to expend the sum of $175,000, or so much thereof as may be necessary, for the payment of the salaries herein provided for, and of the necessary expenses incurred in the completion of such surveys as may now be progress, and of such additional surveys, examinations, and investigations as may be deemed necessary, reporting the plans and estimates, and the plans and specifications, and estimates contemplated by this act, as herein provided for; and said sum is hereby appropriated for said purposes out of any money in the Treasury not otherwise appropriated.

Approved June 28, 1879.

River distances.

	Miles.
Mississippi.	
Port Eads, La., (mouth of the Mississippi) to—	
Fort Saint Philip, La	35
New Orleans, La	110
Donaldsonville, La	189
Baton Rouge, La	240
Bayou Sara, La	277
Mouth of Red River	308
Cerro Gordo, Miss	339
Natchez, Miss	376
Saint Joseph, La	433
Grand Gulf	450
Vicksburg, Miss	483
Arcadia, Miss	537
Auburn, Miss	587
Greenville, Miss	601
Arkansas City, Ark	624
Napoleon, (mouth of the Arkansas River)	662
Concordia, Miss	689
Robertsonville, Miss	727
Modoc, Ark	760
Helena, Ark	797
Brinkley, Miss	832
Memphis, Tenn	887
Pilota, Ark	914
Osceola, Ark	970
State line of Arkansas and Missouri	1,011
Silver Top, Tenn	1,065
Hickman, Ky	1,112
Belmont, Mo	1,131
Cairo, Ill	1,152
Cape Girardeau, Mo	1,202
Grand Tower, Ill	1,232
Chester, Ill	1,272
Saint Genevieve, Mo	1,292
Carondelet, Mo	1,346
Saint Louis, Mo	1,352
Mouth of the Missouri River	1,373
Alton, Ill	1,377
Grafton, Ill	1,395
Mouth of the Illinois River	1,397
Milan, Ill	1,401
Darten, Mo	1,408
West Point, Ill	1,420
Hamburgh, Ill	1,439
Clarksville, Mo	1,457
Louisiana, Mo	1,469
Cincinnati, Ill	1,484
Hannibal, Mo	1,499
Quincy, Ill	1,520
Canton, Mo	1,539
Alexandria, Mo	1,562
Keokuk, Iowa	1,566
Nauvoo, Ill	1,581
Fort Madison, Iowa	1,589
Burlington, Iowa	1,610
Princeton, Ill	1,623
Muscatine, Iowa	1,671
Fairport, Ill	1,680
Rock Island, Ill	1,701
Davenport, Iowa	1,701
Cardova, Ill	1,724
Clinton, Iowa	1,744
Savannah, Ill	1,765
Galena, Ill	1,801
Dubuque, Iowa	1,826
Cassville, Wis	1,855
McGregor, Iowa	1,885
Prairie du Chien, Wis	1,188
De Soto, Wis	1,928
Brownsville, Minn	1,959
La Crosse, Wis	1,973
Homer, Minn	2,002
Winona, Minn	2,008
Alma, Wis	2,047
Lake City, Minn	2,074
Red Wing, Minn	2,089
Hastings, Minn	2,117
Mississippi—Continued.	
Port Eads, La., (mouth of the Mississippi) to—Continued.	
Saint Paul, Minn	2,147
Falls of Saint Anthony, Minn	2,161
Missouri.	
Mouth to—	
Saint Charles, Mo	28
Hamburgh, Mo	48
Murdock, Mo	51
Augusta, Mo	58
Washington, Mo	65
Bates, Mo	82
Hermann, Mo	92
Bluffton, Mo	100
Barkersville, Mo	125
Mouth of the Osage River	130
Jefferson City, Mo	136
Burlington, Mo	151
Eureka, Mo	156
Searcy, Mo	180
Arrow Rock, Mo	211
Saline City, Mo	223
Glasgow, Mo	234
New Frankfort, Mo	248
Miami, Mo	288
Lexington, Mo	345
Sibley, Mo	380
El Paso, Mo	403
Kansas City, Mo	431
Leavenworth, Kans	469
Atchison, Kans	502
Petersburgh	526
Saint Joseph, Mo	549
Dallas	580
Forest City, Mo	607
Arago, Nebr	633
Brownsville, Nebr	661
Nebraska City, Nebr	708
Liberty	768
Plattsmouth, Nebr	784
Omaha, Nebr	806
De Soto	845
Little Sioux River	929
Dakota, Dak	996
Sioux City, Iowa	1,019
Elk Point, Dak	1,070
Yankton, Dak	1,161
Niobrara City, Nebr	1,214
Fort Randall	1,268
Cedar Island	1,313
Fort Thompson	1,424
Fort Pierre	1,528
Fort Sully	1,546
Little Cheyenne	1,610
Standing Rock	1,766
Fort A. Lincoln	1,880
Bismarck	1,886
Fort Clark	1,951
Fort Berthold	2,030
Little Missouri River	2,070
Knife River	2,105
White Earth River	2,155
Big Muddy River	2,225
Fort Buford	2,304
Mouth of the Yellowstone River	2,305
Fort Kip	2,401
Fort Lawrence Joab	2,456
Fort Copeland	2,565
Fort Peck	2,584
Harvey's Point	2,640
Round Butte	2,701
Muscle Shell River	2,769
Carroll	2,810
Grand Island	2,869
Antoine Rapids	2,947
Eagle Creek	3,019
Fort Hervey	3,084

Rtver distances—Continued.

	Miles.
Missouri—Continued.	
Mouth to—	
Fort Benton, Mont	3,092
Great Falls, Mont	3,127
Ohio.	
Cairo (mouth of the Ohio) to—	
Paducah, Ky. (mouth of the Tennessee)	50
Smithland, Ky. (mouth of the Cumberland)	62
Golconda, Ill	80
Weston, Ky	105
Shawneetown, Ill	125
Uniontown, Ky	142
Mount Vernon, Ind	160
Vernon, Ind	193
Evansville, Ind	200
Owensborough, Ky	240
Troy, Ind	270
Rome, Ind	300
Alton, Ind	322
Rockhaven, Ky	367
New Albany, Ind	395
Louisville, Ky	400
Bethlehem, Ind	431
Madison, Ind	451
Mouth of the Kentucky River	463
Florence, Ind	480
Warsaw, Ky	481
Belleview, Ky	506
Claysville, Ky	530
Covington, Ky	541
Cincinnati, Ohio	541
Palestine, Ohio	556
Point Pleasant, Ohio	567
Augusta, Ky	587
Maysville, Ky	609
Rome, Ohio	637
Portsmouth, Ohio	659
Ashland, Ky	693
Huntington, Va	700
Gallipolis	746
Pomeroy, Ohio	766
Syracuse, Ohio	770
Bellville, Ohio	808
Parkersburgh, W. Va	829
Marietta, Ohio	841
Newport, Ohio	857
Powhattan	906
Belair, Ohio	922
Wheeling, W. Va	926
Steubenville, Ohio	950
Liverpool, Ohio	976
Rochester, Pa	994
Pittsburgh, Pa	1,021
Red.	
Mouth to—	
Black River	40
Normand	83
Cassandria	99
Pineville	139
Montgomery	205
Campte	261
Groff's Bluff	289
Brownsville	296
Caushatta	316
East Point	351
Shreveport, La	456
Egypt	529
Fulton	676
Lanesport	776
Rowland	856
Shawnee Town	901
Jonesborough	921
Pine Bluff	961
Slate Sloals	986

	Miles.
White.	
Mouth to—	
St. Charles	83
Clarendon	134
Duvall's Bluff	175
Augusta	283
Jacksonport	360
Batesville	403
Sylamore	445
Buffalo City	509
Dubuque	616
Forsythe, Mo	669
War Eagle	779
Tennessee.	
Paducah, Ky. (mouth) to—	
Newburg	61
Johnsonville	116
Perryville (east)	150
Saltillo	200
Pittsburgh Landing	230
Eastport, Miss.	263
Georgetown, Ala	279
Tuscumbia, Ala	295
Florence, Ala	300
Muscle Shoals	300
Knoxville, Tenn. (about)	759
Arkansas.	
Mouth to—	
Arkansas Post	60
Douglas	90
Richland	130
Pine Bluff	164
Pawpaw	231
Little Rock, Ark	278
Union City	340
Dardanelle, Ark	394
Roseville	462
Van Buren, Ark	526
Fort Smith	533
Weber Falls	621
Fort Gibson, Ind. Ter	668
Wichita, Kans	884
Cumberland.	
Mouth to—	
Canton, Ky	50
Tobacco Port, Tenn	71
Clarksville	125
Nashville	209
Cairo	276
Rome	339
Granville	388
Gainesborough	419
Martinsburgh, Ky	458
Rowenna	559
Richmond, Ky	590
Waitsborough, Ky	609
Yellowstone.	
Mouth to—	
Diamond Island	58
Ames Island	139
Walker's Island	179
Powder River	236
Tongue River	276
Bear Island	320
Big Horn River	402
Pompey's Pillar	441
Belle Butte, Mont	474

River distances—Continued.

	Miles.
Ouachita.	
Mouth to—	
Harrisburgh	20
Paris	95
Trenton	173
Port Union	193
Ouachita City	201
Grand Mary	247
Caryville	294
Wilmington	307
Miller's Bluff	347
Camden	384
Wabash.	
Mouth to—	
Chainville, Ind	36
New Harmony, Ind	56
Vincennes, Ind	112
Terre Haute, Ind	253
Newport, Ind	291
Covington, Ind	319
Williamsport, Ind	337
Lafayette, Ind	365
Osage.	
Mouth to—	
Tuscumbia	60
Linn Creek	110
Warsaw	174
Osceola	237
Papinville	303
Minnesota.	
Mouth to—	
Patterson's Rapids	295
Bœuf.	
Mouth to—	
Wallace's Landing	280
Sunflower.	
Mouth to—	
Fairview	15
Choctaw	45
Huntonia	63
Riverside	70
Callao	91
Eureka	121
Geneva	130
McLeod	157
Duren	133
Point Lookout	211
Clarksdale	271
Illinois.	
Mouth to—	
Hardin, Ill	25
Montezuma	55
Meredosia	81
Moscow	128
Pekin	186
Peoria, Ill	197
Rome, Ill	217
Lacon, Ill	229
Peru, Ill	268
La Salle, Ill	270
Yazoo.	
Mouth to—	
Little Sunflower	39
Big Sunflower River	54
Yazoo City	94
Silver Creek	140
Rose Bank	183
Greenwood, Miss	228
Bartholomew.	
Mouth to—	
Baxter Station	213

	Miles.
Black (tributary of White).	
Mouth to—	
Jefferson City	19
Powhattan	100
Davidsonville	115
Pocahontas	140
Mouth of Current River	150
Doniphan, Mo. (about)	212
Green.	
Mouth to—	
Greensburgh, Ky	200
St. Francis.	
Mouth to—	
Jeffersonville	18
Mariana	33
Linden	85
Wittsburgh, Mo	180
Tallahatchie.	
Mouth to—	
Portwood	6
Woodstock	21
Eutaw	42
Ashley	61
Glencoe	94
Hills Place	175
Wisconsin.	
Mouth to—	
Portage City	160
Cache.	
Mouth to—	
Gray's Ferry, Ark	160
Macon.	
Mouth to—	
Floyd, La	130
Alleghany.	
Mouth to—	
Franklin, Pa	123
Deer Creek.	
Mouth to—	
Stoneville, Miss	116
Monongahela.	
Mouth to—	
Morgantown, W. Va	110
Kentucky.	
Mouth to—	
Springport, Ky	19
Lockport, Ky	31
Monterey, Ky	42
Frankfort, Ky	60
Cogar's Landing, Ky	105
Kanawha.	
Mouth to—	
Great Falls, West Virginia	94
Muskingum.	
Mouth to—	
Dresden, Ohio	94
Tensas.	
Mouth to—	
Westwood	92
Iowa.	
Mouth to—	
Iowa City, Iowa	80
Current.	
Mouth to—	
Jones Ferry, Missouri	80

River distances—Continued.

	Miles.
Big Hatchie.	
Mouth to—	
Bolivar, Tenn	75
Rock.	
Mouth to—	
Sterling, Ill	64
Black (Louisiana.).	
Mouth to—	
Mouth Washita, La	61
Chippewa.	
Mouth to—	
Eau Claire, Wis	57
St. Croix.	
Mouth to—	
Dalles, Wis	55
Big Horn.	
Mouth to—	
Fort Custer, Mont	50
Clinch.	
Mouth to—	
Clinton, Tenn	50
Little Red.	
Mouth to—	
Searcys, Ark	49
Big Cypress and Lake.	
Red River to—	
Jefferson, Tex	44
Big Black.	
Mouth to—	
Bovina, Miss	35
Dauchite.	
Mouth to—	
Minden Landing, Louisiana	33

LIST OF AUTHORITIES.

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HART, A. M.—History of the Discovery of the Valley of the Mississippi. Saint Louis, 1852.

HENNEPIN, L.—A New Discovery of a Vast Country in America, extending above 4,000 miles, between New France and New Mexico, with a description of the great lakes, cataracts, rivers, plants, and animals. London, 1698.

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JAMES, J. A. and U. P.—James' River Guide—cities, towns, etc., on the navigable waters of the Mississippi Valley. Cincinnati, 1856.

MARBOIS, BARBE.—The History of Louisiana, particularly of the cession of that colony to the United States. Philadelphia, 1830: Carey & Lea.

The author was the official representative of France in the negotiations with the minister sent from the United States to purchase Louisiana.

Part II, 227–316 gives an interesting account of the cession and Bonaparte's conversations on that subject with his ministers.

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PIKE, Z. M.—Account of Expeditions to the Sources of Mississippi, and to those of the Arkansas, Kansas, La Platte, and Pierre Jaune Rivers, 1805–'07. Philadelphia, 1810.

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SHEA, J. G.—Early voyages on the Mississippi, by Cavelier, St. Cosme, La Sueur, Gravier, and Guignas. Albany, 1861.

THIERS, ADOLPHE.—The Mississippi Bubble. New York, 1859. W. A. Townsend & Co.

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BRACKENRIDGE, H. M.—Voyage of the Mississippi in 1811. Pittsburgh, 1814.

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LEWIS (M.) AND CLARKE (W.)—History of the Expedition to the Sources of the Missouri, 1804–'06. Prepared for the press by P. Allen. Philadelphia, 1814.

OFFICIAL DOCUMENTS.

The Senate and House documents relating to the Mississippi and its various tributaries, such as committee reports, executive documents transmitted from the War Department, and miscellaneous documents, are over five hundred in number. We have made a compilation of the same, but believing they will be of little service to the general public will omit them from this report.

But the two following publications by the War Department are of general interest:

HUMPHREYS (A. A.) & ABBOTT (H. L.)—Report upon the Physics and Hydraulics of the Mississippi. Upon the protection of the alluvial region against overflow and upon the deepening of the mouths. Based upon surveys and investigations made under the acts of Congress directing the topographical survey of the delta of the Mississippi River, with such investigations as might lead to determine the most practicable plan for securing it from inundation and the best mode of deepening the channels at the mouths of the river. Submitted to the Bureau of Topographical Engineers, War Department, 1861. Washington, 1876.

PARKE, JOHN G.—Laws of the United States relating to Public Works for the Improvement of Harbors and Rivers, from August 11, 1790, to August 14, 1876. Compiled in the office of Engineers, United States Army. Washington, 1877.

The following list of Senate and House Executive Documents, containing reports of Mississippi River Commission since organization in 1879, is also important:

	Senate number.	House number.
Forty-sixth Congress:		
Second session	196	58
Third session		95
Forty-seventh Congress:		
First session	159	
Do	10	
Do	10, part 2	
Second session	32	
Forty-eighth Congress:		
Second session		64
Forty-ninth Congress:		
First session		38
Do	Misc. 126	
Second session		25
Do		30
Do		92
Do		99
Do	88	66

ERRATA.

Page 138: For "Stella Ured" in list of names of boats read "Stella Wild".

Page 142, third paragraph: For "The luggers and small vessels" read "are" for "and".

Page 144, eleventh line from top: Should read "mileage of 17,232 miles".

Page 150: For "these railroads", at the beginning of second paragraph, read "Three railroads".

Page 156: After "Coal and coke", in table, read "bushels", instead of "tons".

Page 158: For value of miscellaneous, in table, read "8,565,880", instead of "9,548,157."

Page 160: Wherever "cane" appears on this page read "coal".

Page 162: "Total tons of freight transported between Memphis and the Gulf" should read "4,594,702".

Page 165: Add after (as head of table) "Cotton shipped by various steam-boat lines to New Orleans" the figures "1880-'81".

Page 166: Beginning of paragraph. "If the West has lost," read "river" for "West".

Page 167, foot note: For "15 cents" read "1.5 cents," and for "32 cents" read "3.2 cents".

Page 176, head lines to first table: Transpose headings.

Page 189, second paragraph below table: For "this system" read "these shipments".

Page 206, paragraph beginning with "Bayou Sara": Read "northern" for "western".

Page 239: For "By railroads, $463,080.54" read "$63,080.54".

Page 274, paragraph 18: For "1,950 tons" read "3,412½".

Page 279, "Greenville", paragraph 3: For "it" substitute "the town".

Page 288: After "shipments", first line, read "from New Orleans". Before "Gulf ports" and "Atlantic ports", at top of columns in table, read "To".

BSB Bayerische StaatsBibliothek
MDZ Münchener DigitalisierungsZentrum Digitale Bibliothek

House documents

Bd.: [395.] 1887/88, Doc. 20 = Congress 50, Sess. 1

Washington, DC 1889

Am.b. 3040-395,20
urn:nbn:de:bvb:12-bsb11548293-7